

THE Hongkong Weekly Press

AND China Overland Trade Report.

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BIRTH.

At 15, Knutsford Terrace, Kowloon, on the 11th June, the wife of F. G. Figg, of a son.

MARRIAGE.

On 1st June, at H.B.M.'s Consulate, Kobe, by J. C. Hall, Esq. H.B.M.'s Consul, and afterwards at All Saints' Church, by the Rt. Rev. H. J. Foss, D.D., Bishop of Osaka, assisted by the Rev. G. H. Davies, EDWARD HENRY SUMMERS, son of the late James Summers, of the Tokio University, to LOUISA AUGUS A, daughter of the Rev. G. C. MOLA, of Blackheath.

DEATHS.

On the 10th June, at Mount Parker, Quarry Bay, DORETHEA JANE, the infant daughter of J. WADDELL.

At the General Hospital, Shanghai, on the 11th June, 1899, HUGO KNIFFLER, aged 54 years.

ARRIVALS OF MAILS.

The American mail of the 16th May arrived, per P. M. steamer *City of Peking*, on the 15th June (30 days).

EPITOME OF THE WEEK.

The small outbreak of plague that occurred at Macao has not developed, we are glad to learn, and there are now no cases in the Portuguese colony. Chinese passengers arriving from Hongkong are subjected to medical inspection.

The success of the Straits Insurance Company's reconstruction scheme is said to be assured.

Telegraphic intelligence has been received in Japan that the Chinese reformer Kang Yu-wei arrived in London on the 2nd June.

Mr. J. F. Schoenicke, lately Commissioner of Customs at Hoihow, has been appointed to Canton, in succession to Mr. E. B. Drew.

The *Benlawers* is in the hands of the Mitsun Bishi Dock Company for the required repairs after her recent stranding. The *Nagasaki Press* says the repairs may take a couple of months.

The following is the team that has been chosen to represent Shanghai at Weihaiwei in the various games that are to be competed for:—Messrs. R. C. Farbridge, W. J. Tyack, G. F. Lanning, V. H. Lanning, A. E. Stewart, J. Mann, W. P. Lamb, J. C. Johnstone, E. Lynch, J. H. Teesdale, N. Ramsay, W. M. Wood, P. E. Beeston, Captain C. G. Close, and Dr. R. J. Marshall. They left for Weihaiwei on the 3rd June.

During the past few weeks quite a number of Chinese tailors have left Hongkong for Manila. The big tailoring firms at the latter place preferring Chinese to natives on account of their superior workmanship. In consequence some Hongkong firms have been somewhat inconvenienced, having been prevented from executing the orders of their customers with as much despatch as heretofore. Chinese servants from Hongkong and Amoy are also displacing Filipino servants. This is what has happened at the Hotel Oriente.

A man convicted of arson was summarily beheaded at Tientsin on the 1st instant. The local authorities of that port seemed to have been too lenient in dealing with incendiaries, simply sentencing them to terms of imprisonment for a year or two, with a short period of the cangue, although the strict letter of the law of China demands the life of men convicted of arson. The man who was executed on the 1st instant confessed to having been implicated in twenty-three cases of arson. This was really too much even for the lazy, ease-loving Tientsin mandarins, so the matter was reported to the Viceroy—Yü Lu—who at once ordered the man's execution. The Shanghai local authorities ought to take example from this, in the next case of incendiarism brought before them. —*N. C. Daily News*.

In his annual report the Hon. R. D. Ormsby, Director of Public Works, says:—The sales of Crown land were considerably short of the estimate for the year, owing to the few applications for land in the Taipingshan resumed area. In November, 1897, six lots sold in this locality at prices ranging from \$5.38 to \$4.14 per square foot, and there seemed reason to anticipate a rapid sale of the rest of the area. In 1898, only five lots sold, the price paid varying from \$4.13 to \$2.00 a foot. Elsewhere there was considerable demand for land and prices went up considerably. The price of building lots between Kennedy Road and Bowen Road went up from 6 to 12 cents a foot, and in one case even 25 cents a foot was paid. In Kowloon there was also considerable demand, and as much as 80 cents a foot was realized for lots in Yaumati.

It is reported that the British steamer *Cardiganshire* has been purchased by the Mitsui Bussan Kaisha and that the vessel has been renamed the *Tsurugisan-maru*. The Japanese firm was to take delivery of the steamer upon her arrival at Yokohama.

Though no definite orders have been promulgated to the officers of the Italian squadron here there is a strong impression amongst them that their mission to China is a wild-goose chase and that no active steps of any kind will be sanctioned by the new Italian Minister.—*China Gazette*.

Kobe was visited with a typhoonish gale on the afternoon of the 3rd June. All the large steamers in the harbour had their steam up and paid out cables, some vessels steaming ahead slowly in order to relieve the pressure. The Bund soon became impassable, and a good deal of damage was done amongst the lighters and small craft. Amongst the incidents of the storm the *Hio-go News* gives the following:—"When the steamer *Airlie* came in a Chinese seaman got washed overboard. A boat was immediately lowered, manned chiefly by Europeans, to rescue the unfortunate sailor. They could not find him, however, and the sea was so rough that the boat could not return to the ship. Finally, after pulling about for nearly two hours, a landing was effected at Ono. The steamer was observed steaming about the harbour apparently watching the progress of the boat." The storm was also experienced at Yokohama.

Liang Chi-chao, a leader of the Chinese Progressive Party, who is now a refugee in Japan, came down to Kobe on the 24th ult., and, says the *Kobe Chronicle*, has since been travelling between Kobe and Osaka. He proposes to establish a school at Kobe for the education of the young Chinese in the district. He has arranged, as a preparatory measure, in concert with leading Chinese residents at Kobe, to give a reception to Count Okuma in the Chinese Chamber of Commerce, when the Count will be requested to speak on the question of the education of the Chinese. Kan Bunkyo, another well known Chinese refugee, is also at Kobe. On the 24th ult., Liang Chi-chao called a meeting of Cantonese residents at Kobe in the Chinese Chamber of Commerce, and consulted with them on the proposal to establish a school, and it was at this meeting that the reception to Count Okuma was arranged.

A special telegram from Tientsin sent to us yesterday evening, says the *N. C. Daily News* of the 3rd June, announces that Baron von Heyking, the German Minister, was banquetted at Tientsin by the German community on Friday evening, the Consul presiding, and ninety guests being present, including fourteen ladies. Baron von Heyking and the Baroness left Tientsin on the 2nd for Shanghai in H.I.G.M.S. *Kaiserin Augusta*. On Wednesday last (31st May) the *Ostasiatische Lloyd* issued on extra stating that Baron von Heyking had a farewell audience with the Emperor on the 30th ultimo, and it is significant that no mention was made of the Empress Dowager. It will also be remembered that at Hanhow Prince Henry toasted the Emperor of China and ignored the Dowager. This is just as it should be, and is a lesson to the Representatives of other foreign nations in Peking who hastened to do honour to the usurper, and have thus consented to the virtual deposition of the rightful Sovereign of China.

THE INLAND NAVIGATION RULES.

(Daily Press, 15th June.)

At the end of February last, Mr. BRENNAN, then addressing the Shanghai Chamber of Commerce on the subject of the Inland Waters of China, said:—"Our newly acquired rights are clearly defined in Regulations 1 and 2; and I feel confident that H.M. Minister will see that any British subject is compensated for any loss he may suffer should the Chinese, officials by any illegal act obstruct him in the enjoyment of these rights." We are not aware what grounds Mr. BRENNAN had for his statement, but we regret that he is not now in Canton, as an opportunity would be afforded him of testing his confidence in the British Minister. We learn from reliable sources that the decision of the Customs Authorities to which we have so frequently referred—namely, that vessels running between two treaty ports cannot register for inland waters—is being enforced and that in the case of some British vessels running on the West River the permit or certificate issued to them by the Customs allowing them to trade on inland waters has been withdrawn; and, moreover, it would appear that scant grace has been accorded them to make the arrangements necessary to meet the changed order of things. It is stated that a mistake was made in ever issuing the certificates to these vessels and that they must be withdrawn at once.

The first intimation that Shanghai got of the restrictions with which it was intended to hamper the opening of these waters was from our leader of the 26th January, but we cannot suppose that the difficulty of reconciling the Supplementary Regulations issued by the Customs with the levy of duty and a half on domestic trade between treaty ports can have escaped the notice of Mr. BRENNAN, for in his trade report for Canton in 1897 he particularly calls attention to the injustice and absurdity of taxing native cargo 7½ per cent. simply because it is steamer borne, and he then adds, "the injury thus caused will become more apparent when, as promised, all inland waters shall have been opened to steam navigation." The promised opening of waters has taken place, and what is the result? The only people who had the enterprise to attempt to take advantage of it are now informed that their vessels are not eligible because they run between two treaty ports. Their rights are withdrawn at a moment's notice, their traffic thoroughly disorganized, and a corresponding financial loss inflicted on them; and all this because they attempted to do what—if the opening of waters has any meaning at all—any vessel has the right to do, and that is, go anywhere where there is water to float her. We by no means infer that any evasion of revenue should be allowed or must of necessity follow. Some payment in the way of taxes is necessary, but let it be known and published what that payment is and let it be enforced on all vessels alike. If the Customs would recognize that fact and proceed to act on it, the whole of the mercantile community would cheerfully put up with any temporary restrictions they might seek to impose, but such, we contend, is not what they are doing. A Tariff strictly administered to all alike is what we want, and instead of devoting their energies to drawing up that they are employed in devising more regulations! The regulations from Peking are in themselves sufficient for all practical purposes without the addition of any others of local origin. No effort is

being made to carry these into effect except when it is a case of applying restrictions to foreign vessels. Clause 5 of the Supplementary Rules says:—"Cargo shipped on Native boats to be towed by steamers is to be on the same footing as regards Duty payment as steamer cargoes," and we challenge the Customs at Canton to show us a single case in which steps are being taken to enforce this rule. Hundreds of native boats, towed by steam launches, radiate daily in all directions from that port, and up to date not a single package of cargo carried in these native boats has had duty levied on it in accordance with what would be charged if a foreign steamer attempted to carry those same goods. The Customs are perfectly well aware that the whole of this traffic should properly come under their administration, but the interest which the provincial authorities have in maintaining the present state of things has proved too strong for them. We have no objection to the susceptibilities of the provincial officials being considered as much as possible, but when they clash with foreign interests and the best interests of the Chinese themselves it is plainly the duty of the administration which prides itself on being the only honest one of the country to step in and insist on a fair field for everyone. The Customs have decided what is to be done in the case of foreign vessels and acted on their decision promptly. We claim as an act of justice that they shall be equally prompt in the case of native vessels.

It is a matter of regret that Sir CLAUDE MACDONALD should have inserted such vague expressions as he did in the Regulations. He seems to have been under the impression that once he had made a few amendments the whole thing was finished and that all the shipowner and merchant had to do was to go ahead—the one to run his steamer, the other to ship his goods by it. It does not seem to have struck him that the insertion of such clauses as—"In dealing with the vessels of Foreign merchants a procedure analogous to what the Treaty Tariff calls for is to be followed"—is worse than useless, inasmuch as it means nothing, but, like the Yangtze non-alienation guarantee, can be used against us but never for us. The Treaty Tariff makes no provision for vessels carrying goods between two inland places, and it is just this traffic that the inland water regulations should mainly deal with. The fact is, Sir CLAUDE MACDONALD did not understand the large questions he was raising when he first started the idea of opening these waters. He was actuated by a desire to safeguard what he thought were the interests of British merchants and their goods, and thought to do it by the insertion of the words "Treaty Tariff." In the press and rush at Peking we can well understand that his main idea was to get the waters opened and leave the details to be settled afterwards, and it seems a great pity he did not follow this idea out. Instead of wasting his time trying to decide whether a problematical offender on board a foreign vessel should first be brought to the Commissioner and then to the Consul or to the Consul direct, he might well have confined himself to a plain statement that the waters are open and have left to those better and more fully acquainted with the subject the task of drawing up rules for the government of the traffic on them. Sir ROBERT HARRIS Supplementary Rules must have been in the nature of an eye-opener to Sir CLAUDE. These at least are logical, and for what they are intended to provide for—which is, trade from an inland place to a treaty port or vice versa—are exceedingly able pro-

ductions, the only drawback to them being that there will not be any steamers or trade for them to apply to, and a better example of the force of this argument cannot be given than is afforded by the Tungting lake trade. This lake is the main approach to the province of Hunan, and it might reasonably be expected that now the waters are open steamers will be able to ply from the great centre of Hankow to the furthestmost points of Hunan, but the opening of Yochow as a treaty port at the mouth of the lake will effectually bar anything of the sort. One steamer will be required to run from Hankow to Yochow, another from Yochow into the lake. Transshipment of all goods will have to be given at Yochow and on all Chinese goods the tax of a duty and a half will be levied for the distance separating Yochow from Hankow, and that irrespective of what the lekin would be on such goods were they junk borne. It now remains to be seen whether the British Government will allow the restriction with regard to treaty port steamers to be enforced, in which case there will be no inland water navigation; or whether they will boldly face the problem which confronts them of reorganizing, under European control, the financial administration of China.

THE VICTORIA JUBILEE ROAD.

(Daily Press, 14th June.)

The question of the Victoria Jubilee Road is once more under discussion, having been brought forward by a reference in the annual report of the Director of Public Works, who expresses disappointment that the work has not yet been commenced. Mr. GERSHOM STEWART, one of the chief promoters of the Road scheme, has replied in a letter which appeared in yesterday's issue, in which he lays the whole blame for the delay on the Public Works department. Mr. ORMSBY, however, has been, we infer, ready to proceed with work on the road, but not on the particular section which the Jubilee Committee stipulated should be first commenced. On the 26th April, 1897, the Committee passed a resolution to the effect that of the Jubilee Fund one half should be disbursed towards the erection of the Hospital for Women and Children and the training of nurses, and "the other half towards the construction of the first section of the carriage road from Kennedytown to Aberdeen, which the Government undertakes to commence forthwith and carry on the remaining portion of the road until completed." In October, 1898, Mr. ORMSBY addressed a letter to the Press, officially, in which he suggested that this resolution should be varied to the extent of allowing other sections of the road to be proceeded with first. For this course he gave cogent reasons. The amount available for the road is about \$92,000, and Mr. ORMSBY showed in his letter that with this sum he would be able to make four miles of roadway from Shaukiwan towards Stanley, or nearly to Tytamtuk, and two miles from Aberdeen towards Stanley to Deepwater Bay, the latter two miles including the reclamation of the Aberdeen tidal flat of evil repute, the bugbear of Magazine Gap. These six miles would provide a nearly level carriage road from Aberdeen to Deepwater Bay golf links, doing away with the steep circuitous existing oridle path by Little Hongkong, and at the other end would provide a carriage road of easy gradients from Shaukiwan to Tytamtuk, thus avoiding some of the steepest and worst parts of the existing path round the island.

"In fact," continued Mr. ORMSBY, if (owing to lack of funds) nothing more was done for years, the circuit round the island would be enormously improved. The drive for carriages would have a good road from Victoria via Pokfulam and Aberdeen about eight miles in length to Deepwater Bay Golf links, and on the other side an equally good road from Victoria to Tytamtuk, the centre of probably the most beautiful part of the colony, ten-and-a-half miles in length, while to the average cyclist the circuit of the whole island would be an easy matter." On the other hand, the money in the bank would pay, said Mr. ORMSBY, for the making of about three-and-a-half miles from Kennedytown towards Aberdeen, say to form a junction between the large plague cemetery and the Sandy Bag plague cemetery, which would be scarcely the drive that ladies and children or jaded city workers would select, bearing in mind that it is exposed to the full glare of the afternoon and evening sun and that it would lead nowhere, but would have to be retraced in returning." In these circumstances what is to be done? The most obvious answer is, we think, that the Committee should call a meeting of the subscribers and endeavour to ascertain what is the general wish.

There are, it appears, military objections to the construction of the proposed road from Kennedytown to Aberdeen, but these, we should imagine, might probably be overcome. The want of funds, however, seems fatal. No doubt if the money were left in the bank long enough, say for ten years, the accumulated interest would cover the cost of completing the section, but that course would hardly commend itself to the general body of subscribers, who would like to see the money put to some use that would yield tangible results in the more immediate future. As to the Government completing the section from Kennedytown to Aberdeen, with the New Territory on its hands and the consequent calls upon the exchequer there are not likely to be funds available for the purpose for a very long time, and much as we should like to see a road on the level carried completely round the island we are constrained to admit that there are now objects of greater utility to which the money if available might be devoted. Mr. STEWART in his letter appears to place an exaggerated importance upon the hygienic value of this section of the road. It is probable that the well-to-do Chinese would take to driving, and that the road would in that way contribute to the enjoyment of large numbers, but to speak of it as affording a substitute for fresh air in the homes of the poor is carrying its advantages beyond the bounds of reason. The coolie who has been hard at work all day is not likely to wander very far from his home in the evening, and the women and children certainly will not do so; if they did it would lessen imperceptibly if at all the dangers to which they are exposed from the absence of ventilation in their living and sleeping rooms. That view of the case may therefore be disregarded. The road was not originally designed as a boon to the toiling thousands of the poorer classes, but as affording opportunities for recreation to the European community and to such sections of the Chinese community as have the time and means to indulge in driving or cycling. We would gladly see the Kennedytown-Aberdeen section of the road made if it were feasible, but seeing that there is but a limited amount of money available it would be better to use it to advantage upon the other sections of the

road than to use up the whole amount in making a short stretch of roadway that would lead only to a plague cemetery. Let the public decide what they will have instead of this western road. We would suggest that work on the other sections of the road might proceed, and an improvement in the grading of the Pokfulam Road, as proposed by Mr. ORMSBY, might be accepted. Or possibly a new road in the New Territory might be preferred by some of the subscribers. In any case, let a meeting be promptly arranged, for valuable time is being wasted, and the memorial of the Queen's Diamond Jubilee bids fair at the present rate of progress to be postponed to some indefinite period.

OBSTRUCTIVE TACTICS OF THE CHINESE GOVERNMENT.

(Daily Press, 12th June).

The invertebrate yet obstructive Government at Peking appears to be growing more difficult to deal with as time goes on. The power of the EMPRESS suffers no diminution, but that of the officials is a constantly varying quantity owing to the caprice of Her Majesty or the intrigues of the mandarins. At the present moment it is most distinctly clear that the officials highest in favour are those who are most markedly anti-foreign in their proclivities. But for a wholesome fear of difficulties with the Foreign Ministers it is extremely probable that only the most violent reactionaries would obtain employment under the EMPRESS and her satellites. Even the wise and egotistic woman of Peking is not disposed to deliberately and openly flout the Foreign Ministers. She would like to set them at defiance, and she would fain put them first by the ears in order that she might subsequently do the other thing. But this game, which has answered so well for so many years, is not so practicable now. Although the Powers are as jealous of each other as ever they have now no anxiety or doubt as to the impotence of China, and there is an unexpressed understanding among them that it would be folly to quarrel over the flabby carcass which it is no one's interest to see regularly carved. It is one thing to snip a corner out here or there for strategic or commercial purposes; it is quite another to seriously consider the formal division of this huge empire. As we have indicated, the political situation in the Far East has greatly changed, and the Chinese Government can no longer hope to play off one Treaty Power against another. While, however, the EMPRESS has to recognise this fact, she is aware that she can go some distance in the "pin prick" direction. She has found out that in some matters she can make herself unpleasant. She can appoint obnoxious mandarins to the Tsungli Yamen; she can show favour to officials who have been disgraced for anti-foreign proclivities; she can promote men who have fallen under the ban of the British Minister Plenipotentiary; and she can insult, humiliate, and degrade officials who have shown a tendency to promote reform or the adoption of foreign improvements in any department of State. Her Majesty has, according to the Peking correspondent of our Shanghai morning contemporary, just indulged her fancy in one of these directions. LIU PING-CHANG, the late Viceroy of Szechuen, who is pretty well known to have been the actual instigator of the recent riots in that province, has been invited by the EMPRESS DOWAGER to visit Peking. Because he has been the cause of mischief and trouble to foreigners, he is to be feted at the capital. No doubt his mistress thinks that

such an invitation will aggravate some of the Foreign Ministers, and that they will regard it as a snub. But if Her Majesty imagines that such a trivial appointment is of a nature to occasion the slightest trouble or inconvenience, she will be very much mistaken. But the idea is there in concrete: it is based on the belief that it is humiliating to the Foreign Representatives to have to treat with one for whose misconduct in another place they had perhaps succeeded in procuring his removal. The punishment, as is usually the case in China, when inflicted on the representations of Foreign Ministers is a practical farce, and the degraded official after a brief period of retirement, passed in the seclusion of his ancestral home, is inducted into a new and generally superior office with increased opportunities for peculation.

KANG YI, formerly Governor of Kwangtung, and latterly famous equally for his incompetence and his virulent hostility to foreigners, has also found fresh favour in the eyes of the EMPRESS DOWAGER, or else he has become a stumbling block to that rising mandarin JUNG LU. Anyhow he has been nominated to go to Nanking to investigate charges brought against the Viceroy LIU KUNYI, and it is said he will carry with him instructions to put a curb on the demands of foreigners, and, in short, be as obstructive as possible. It is clear that the EMPRESS is selecting instruments who are ready to essay the hopeless task of sweeping back the waves of progress. Meantime the Emperor KWANG SU is kept in the background, and has little apparent chance of coming forward again to take the helm. It is rather remarkable—and it is surely an indication that even Peking is not entirely insensible to civilised opinion—that the young Emperor has not long ere this been effectually put out of the way. The truth is the EMPRESS and her advisers fear the expressions of anger that would be aroused among Western States were anything to happen to His Majesty KWANG SU. But though the dread of shocking Western humanitarianism has so far served to preserve the EMPEROR's life, this security is growing fainter every day, and in a few months may cease to exist. The question therefore arises, how far are the foreign Powers liable for the safety of the young monarch? It would cause a painful shock all over Christendom if the news suddenly arrived from the capital of China that the deposed EMPEROR had been secretly made away with in one of the Palaces in the Prohibited City. Is there a Reform Party in China, or is it a name only? If there be such a party still in existence it is time they bestirred themselves in order to secure, if possible, the restoration of KWANG SU to liberty and to his seat on the Dragon Throne. If the EMPRESS should bring forward another infant to succeed to the title and dignity of the Son of Heaven we may be sure that His Majesty the Emperor KWANG SU's fate would quickly be sealed and his chances of returning to the throne become practically nil.

The stamp revenue last month was \$34,500, being an increase of \$9,947 on the amount collected in the corresponding month last year.

The maximum temperature last month was 89.5, on the 25th, and the minimum 67.6, on the 9th, the mean for the month being 77.6. The rainfall amounted to 7.163 inches.

A notification published in Saturday's Gazette extends to the New Territory the Opium Ordinances and the regulations made thereunder. The effect of this is to give the New Territory the curse of the Opium Farm.

THE POST OFFICE STAFF.*(Daily Press, 13th June.)*

In the annual report of the Postmaster-General it is stated that of twenty-eight clerks employed on the 31st December last eleven had under one year's service. The wages paid to Post Office clerks on joining, \$20 a month, we are told in another paragraph, are not such as to attract men who intend to remain in the service. "Nearly all the applicants are boys from school. The best and brightest of them just stay long enough to begin to be useful and then, in the language of their letters of resignation, 'having prospects of better pay and promotion,' they go." In the Postal service at home most of the applicants are boys and girls fresh from school, but there is this difference between England and Hongkong, that whereas in the former a young person who has been admitted to join the service finds it is his or her interest to remain in it, in Hongkong a large proportion only stay long enough to gain a little office experience and then seek other appointments, which they seem to have but little difficulty in finding. Whether this unpopularity of the service is due to the rate of pay or to the duties being distasteful, or to a combination of these and other causes, the result is altogether lamentable to the public interest. It appears that Captain HASTINGS has submitted to the Government a report, which has not been published, on the reorganisation of the Post Office staff. It may be assumed that this report would be characterised by Captain HASTINGS's usual sound common sense. It is patent to all that reorganisation is very much required, and it is to be hoped that the report will not be pigeon holed, but that, on the contrary, Captain HASTINGS may be accorded all reasonable facilities for bringing his department into a satisfactory condition. Some expense will be involved, no doubt, but seeing that the department made a profit of nearly \$100,000 last year there can be no excuse for starving it. Strictly speaking the Post Office ought not to be looked upon as a source of revenue, but under existing circumstances the money is no doubt very welcome to the Government. There can be no excuse, however, for trying to squeeze the uttermost farthing out of it at the cost of efficiency. A new building is urgently required, as has long been recognised. Unfortunately there is no immediate prospect of that want being supplied, owing to the Colonial Office's veto on the prosecution of expensive public works at present, but there is no reason why steps should not at once be taken to place the staff on an efficient basis. In any case the work of training the new clerks will take some years, which is all the more reason why no time should be lost in making a commencement.

SURFACE CROWDING.*(Daily Press, 10th June.)*

At the meeting of the Sanitary Board on Thursday Mr. OSBORNE again brought forward the question of surface crowding, in connection with an application that had been received for permission to rearrange certain private streets and lanes, and in the course of his speech he made some remarks condemnatory of the class of property it is proposed to erect on the land. The proposal is, we gather, to replace two-storey houses by four-storey houses and to do away with certain lanes, in place of which each of the

new houses will have a ventilating shaft. In a letter published in another column, Messrs. LEIGH and ORANGE, the architects of the property, take exception to Mr. OSBORNE's remarks, but on one important point the two parties are in substantial agreement. Messrs. LEIGH and ORANGE, while claiming that the new houses will be more sanitary than the old ones, admit that that is a matter of opinion, but they say they can only take notice of the existing laws. Mr. OSBORNE made just the same point. It was the fashion, he said, to blame the landlords for the surface crowding, for building houses which experience and common sense condemn as unhealthy, whilst others blame the Government for having allowed such a state of affairs to become possible; but it had always seemed to him that the question of blame might very well be left out of the discussion, as we are more concerned in providing a remedy than finding a scapegoat. "Landlords," he continued, "are not more depraved than any other class, and they will go just so far as the laws permit. Sentiment does not enter into their calculations any more than it does into any other line of business, and it seems idle and useless to rail against them for making the utmost gain out of their properties. If by so doing they are endangering the health of the community it is the duty of the Government to prevent them." As Mr. OSBORNE says, sentiment does not enter into business, and if the law allows an objectionable class of building it is certain that such buildings will be erected if they yield a profit. But while Mr. OSBORNE contends that grave evil exists and that not even the landlords would oppose new legislation dealing fairly and impartially with the question, Messrs. LEIGH and ORANGE contend that the present laws are sufficient and that in houses built according to the present laws the danger of plague lies in the condition the houses are allowed to be kept in and not in their planning or construction. The condition the houses are kept in is, of course, of great importance, but where there is overcrowding and an inadequate supply of light and air it is impossible to keep the houses in a thoroughly sanitary condition, no matter how rigid the system of inspection that may be in force. The question therefore turns mainly on surface crowding. In the new houses to which Messrs. LEIGH and ORANGE's application refers what will be the population per acre when the houses are all fully occupied? In London two hundred persons to the acre is the maximum; in Hongkong the population runs in parts up to nearly a thousand an acre. If Messrs. LEIGH and ORANGE's houses approximate any such figure as the latter, they may be perfectly legal, but they will not be sanitary.

THE WATER-CARRIAGE SYSTEM.*(Daily Press, 10th June.)*

The Director of Public Works made out a strong case, at the meeting of the Sanitary Board on Thursday, in favour of the adoption of the water-carriage system for certain classes of European property. We agree with Mr. ORMSBY in regarding it as a more cleanly, convenient, and healthy system than the pail system, and would go further than he does and, if the water supply were adequate, advocate the adoption of trough closets for all the public latrines in the colony. The water supply, however, is the great difficulty, and Mr. ORMSBY's figures do not entirely convince us that the adoption of the water carriage system even to the limited extent he recom-

mends would be safe. That water runs to waste in the colony from June to October does not appear to have any bearing on the case; the question is, what would be the effect of having a large number of water closets in the colony towards the close of the dry season, when the water supply is turned on only for one hour per day? Having a cistern on the roof would be of no use then, because there would be no water in it. The amount of water annually consumed by water closets may bear a very small proportion to the total supply and not be worth consideration from that point of view; but it is a serious matter to have unflushed water closets, and any year it may happen towards the close of the dry season that the water supply can be turned on only for an hour a day. If sea-water were pumped up for flushing purposes the objection on the score of the water supply would disappear, and in that case the Sanitary Board might safely grant all the applications that are sent in.

ROAD CONSTRUCTION AND THE COLONIAL FINANCES*(Daily Press, 15th June.)*

The remarks made by the Hon. R. D. ORMSBY, in his annual report, on the construction of roads are both interesting and instructive. The present Director of Public Works, unlike his predecessor in office, is a great advocate of the opening up of the Colony by means of roads. He is confident that the road is the precursor of progress, that it will lead to a demand for land, that it will open up building sites, that it will generally inaugurate development. He quotes figures to show that recently made roads have already commenced to pay themselves by the receipt of premium on land sales and the securing of Crown rents and taxes in the future. Throughout this portion of Mr. ORMSBY's report, however, there is a strong note of disappointment. At every turn he finds his plans and projects crippled by want of funds, and works which should be pressed on with all possible expedition will have to be hung up indefinitely, waiting for a vote. This is, it must be confessed, most disheartening and discouraging. How this dearth of funds acts is well shown in the following reference. The Director of Public Works says, after quoting the financial success of the Barker Road at the Peak:—"The same is true in Kowloon; as Station Street North on the West side and Hok Un Road on the East, have been pushed forward, applications for land have come in. The first named road has now been carried about half way across the tidal flat at Taikoktsui, it will probably in time be a great trunk road into China, crossing through one of the low gaps near Laichikok and thence down the Shatin Valley to Mirs Bay, Taipehu, and to Shamchun. Yet only the balance of 1898, amounting to \$3,902, is available for expenditure on this important highway in 1899." If, however, there are no funds available to carry on this absolutely necessary work, it is the business of the Government to get them and meantime authorise the progress of the undertaking in the full knowledge that the funds will be forthcoming. It is ridiculous that the Government of a wealthy Colony should hesitate to authorise the continued vigorous execution of a public work which is so essential to the New Territory as a trunk road affording means of communication. This work is needed, first for the preservation of order, next for rendering the territory accessible and opening it up for the city and

port of Victoria, and lastly to give the people of the district means of access to a market for their produce. There should not be a day's delay in the carrying out of this undertaking. We hope that Sir HENRY BLAKE will not listen to every suggestion of delay, every device of red tape for postponing progress. The colony has suffered badly from these causes before. What is wanted now is a good stiff back and a readiness to accept responsibility. There are some public works, it seems, that the clerks in Downing Street will not permit us to inaugurate without their consent first secured in writing, but these bureaucratic orders of the Colonial Office do not extend to all the roads and other necessary works, and the Governor of the colony should not hesitate to accept the responsibility for such. He is left with some discretion and should not fear to exercise it.

SUPREME COURT.

13th June.

IN ORIGINAL JURISDICTION.

BEFORE HIS HONOUR W. MEIGH GOODMAN (ACTING CHIEF JUSTICE.)

TAK LI WINJ V. THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED, AND ANOTHER.

In this case Mr. Pollock (instructed by Messrs. Wilkinson and Grist) appeared for plaintiff, and Mr. Francis, Q.C. (instructed by Messrs. Dennys and Bowley) for defendants.

Mr. Francis, in making a motion for the dismissal of the suit, said this was a suit by the Tak Li Wing firm, a firm of building contractors, against the Hongkong Land Investment and Agency Company, Limited, who were the principals, or the owners of the houses to be built, and William Danby, who was their architect. The writ was filed on the 25th July, 1898. In that writ there was a claim against first defendant for accounts with reference to extra and additional works done on the contract and for payment of whatever was found to be due to him on the taking of the accounts. Against second defendant only, there was a claim for damages for refusing to give certificates in respect of extra works and additional works, and there was a claim against both defendants as regarded costs and general relief. The petition was filed on the 6th October, 1898, and the order to amend was made on the 25th November, 1898. As to the petition, paragraphs one, two, three, four, five, and six were immaterial, but in paragraph seven plaintiff alleged that when the houses were nearly complete second defendant, by the authority of first defendants, ordered certain departures from the original plans which involved considerable alterations and additions and were altogether outside the terms of the contract, which rendered the completion of the work by the 31st December, 1897, impossible and put plaintiff to considerable trouble and expense. With reference to that allegation, it showed no cause of action, because in paragraph 11 and subsequent paragraphs of the contract plaintiff expressly agreed that the principal and the engineer should be at liberty to direct alterations and additions to any extent that they might consider necessary, such additions to be paid for according to schedule. Then by section 13 of the contract plaintiff agreed to commence the work immediately on the order given to him and proceed with the work with such diligence as the engineer should approve, and complete the same to the entire satisfaction of the engineer, including any extras and alterations, on or before the 31st of December, 1897, unless the engineer should in writing extend the time. Therefore he contended that plaintiff could not make it a subject of complaint that alterations were made in the original plans. Mr. Francis dealt with the other sections in the contract, and contended that they went to show that plaintiff had no cause of action.

The further-hearing was adjourned.

ORIGINAL JURISDICTION.

BEFORE HIS HONOUR W. MEIGH GOODMAN (ACTING CHIEF JUSTICE.)

BETWEEN TAM Tsz KING, CHAN SUI CHOW, YIP CHEUK KAI AND NG CHEUNG PAU, YIP TAT CHO, NG YUI TUNG TONG, LEUNG TUN PO ALIAS, LEUNG SHAN YUI TONG, YIP CHEUK PAU.

Mr. J. J. Francis, Q.C., instructed by Messrs. Dennys and Bowley, appeared for the three plaintiffs and for Yip Cheuk Pau, one of the defendants; and the Hon. H. E. Pollock, instructed by Messrs. Mounsey and Bruton, for the remaining defendants.

His Lordship delivered judgment in this suit as follows:—

The writ in this suit was issued on the 25th January, 1898, and the plaintiff thereby claimed to have an account taken of the partnership dealings between the plaintiffs and the defendants in the business of the Cheung Shing firm of No. 171 Queen's Road Central, Victoria, Hongkong, and of Kobe, Japan, and to have the said partnership business wound up. Some of the defendants were added by order of 25th February, 1898, the defendants mentioned in the original writ being only two, namely, Ng Cheung Pau, the partner who managed the Japan branch of the business, and Yip Tat Cho, who resided at 171, Queen's Road Central, and was the manager of the Hongkong business. Among the defendants so added was Leung Tun Po, whose alias is given in the amended writ as Leung Shan Yui Tong. The main object of the partnership business was to trade in matches to be imported from Japan and sold in Hongkong and the Southern ports of China. The Cheung Shing firm commenced business about 20th May, 1896, and suspended payment about 15th January, 1898.

In their petition, the three plaintiffs charge the defendants Yip Tat Cho and Ng Cheung Pau with having, improperly and without the knowledge and consent of the other partners, and contrary to the terms of the partnership agreement, traded in goods other than matches, and with having, thereby, caused heavy losses to the firm. But, for the purposes of the present judgment, it is unnecessary to decide precisely how the business got into difficulties, because it is clear that, in any case, the plaintiffs are entitled to an order declaring the partnership business of the Cheung Shing to be dissolved as from the 15th January, 1898, and directing the accounts of the dealings and transactions of the said partnership to be taken and all necessary inquiries to be made. The Court was given to understand that the creditors of the Cheung Shing had been paid or settled with, chiefly or entirely by the three plaintiffs, and that what remained to be done related rather to the adjustment of the sums which the remaining partners had to contribute as their share of the indebtedness of the firm which existed at the time its doors were closed. The original capital of the business was fixed at four thousand dollars, divided into eight shares of \$500 each. As regards seven out of the eight partners, the partnership is admitted. The main difficulty in this case has been to ascertain the identity of the remaining partner, whose name appears in the partnership agreement supplied to the partners as Leung Shan Yui Tong. It was contended by Mr. Francis, who appeared for the three plaintiffs, and for Yip Cheuk Pau, one of the defendants, that Leung Shan Yui Tong was simply the alias and Tong name of Leung Tun Po. It was, on the other hand, contended by Mr. Pollock, who appeared for Leung Tun Po, that Leung Shan Yui Tong, the partner in the Cheung Shing firm, was another person altogether, and that he, Leung Tun Po, never had the alias or Tong name of Leung Shan Yui Tong and never became a partner in the firm.

Leung Tun Po admits he had, at one time, intended to take a share and had signed the preliminary agreement in his own name (Leung Tun Po) but he declared he wrote very shortly after so signing to Yip Tat Cho, who was getting up the partnership, telling him that he had altered his mind and asking him to get someone else to take the share he had intended to take. This letter is dated the 27th

March, 1896, nearly two months before the business was actually started, and Leung Tun Po produced the letter book containing a press copy of this letter. The partnership agreements sent round to the eight partners were dated the third moon of the twenty-second year of Kwang Sui, i.e. between April and May, 1896, and in place of the name of Leung Tun Po appears the name of Leung Shan U Tong as the holder of a five hundred dollar share. It became, therefore, necessary, before much progress could be made with the winding up of the firm, to determine whether Leung Tun Po was a partner or not. If he is the same man as Leung Shan U Tong he is a partner. If Leung Shan U Tong is another person altogether, then Leung Tun Po is not a partner.

The parties, therefore, desired me to decide that question; and that was the real issue with which I was asked to deal. If I had known that the evidence would be so voluminous I should have been glad of the assistance of a jury, but as neither party seemed to wish for a jury I have had to decide the question upon my own responsibility. This apparently simple issue was vigorously fought out for nine whole days. If there had been no false evidence given, if nothing but the truth had been spoken by the witnesses, the matter might, in my opinion, have been settled in almost as many minutes.

There were three people who knew for certain whether Leung Tun Po was a partner or not, namely Yip Tat Cho, Leung Tun Po, and a man named Leung Yuen Kwan, who stated that his Tong name was Leung Shan Yui Tong and who alleged that he, and not Leung Tun Po, was the partner whose name appeared in the final partnership agreement. He gave evidence that he paid his five hundred dollars to Yip Tat Cho, personally, on the 6th April, 1896, and received a receipt from him and only returned him that receipt when he received from Yip Tat Cho his copy of the partnership agreement in which his name appeared as a partner, that is to say his Tong name, Leung Shan Yui (or U) Tong. If this is true, and if Leung Tun Po, as he alleges, never paid one cent for any share in the firm and never became a partner at all, it is obvious that Yip Tat Cho's account of the transactions in question is a deliberately false statement made for the purpose of misleading the Court and fastening upon Leung Tun Po the responsibilities of a partnership with which he had nothing whatever to do; whereas, if Yip Tat Cho, the sole managing partner in Hongkong, is speaking the truth it is equally clear that Leung Tun Po and Leung Yuen Kwan are guilty of the most deliberate perjury. I will not speak so strongly as to those of the other partners who gave evidence; all, or nearly all, except Yip Tat Cho and Ng Cheung Pau, the latter of whom had more to do with the branch of the business in Japan than with the Hongkong office, were merely dormant partners or practically *shareholders* in the venture. I observe, more over that Ng Cheung Pau, who filed a separate answer in the suit, states therein that he does not admit that Leung Tun Po was a partner and does not admit that his Tong name or alias was Leung Shan Yui Tong. I presume Ng Cheung Pau was not in the colony when this case came before the Court. At all events he did not give evidence. It is possible that the three plaintiffs who gave their evidence believed and relied on Yip Tat Cho's statements and having seen Leung Tun Po's name in the preliminary agreement may have supposed that the substituted name in the final agreements a month later was merely an alias of Leung Tun Po and have thought they were justified in going a little beyond actual facts in order to prevent his escaping from his responsibilities as a partner. It may be well, at this point, to state shortly Yip Tat Cho's version of what occurred.

He declared that after Leung Tun Po had signed the preliminary agreement that gentleman called and told him that he noticed some of the intended partners had used their Tong names in signing and that he too would like his Tong name inserted instead of his ordinary name; that his Tong name was Leung Shan Yui Tong. Thereupon Yip Tat Cho told the accountant, who was not produced as a witness, however, to write that name in the margin of the preliminary agreement against the name of

Leung Tun Po, which was accordingly done, and when the final agreements, one for each partner, were sent round, the name of Leung Tun Po was not inserted but the name Leung Shan Yui Tong was put instead. As regards payment of the five hundred dollars, Yip Tat Cho admitted that each partner was duly credited in the Books with payment of his share and stated that all the partners except Leung Tun Po paid their money before the business started in May, 1896, but he said that Leung Tun Po, who was secretary to the Heung Sing Steamboat Company, Limited, and a friend of his, did not pay till six months afterwards and that his payment was by a cheque dated 14th November, 1896, for \$491.60, signed by Leung Tun Po and drawn in favour of the Cheung Shing firm. Asked to account for the difference between that amount and five hundred dollars, he stated that he owed Leung Tun Po three dollars and forty cents for a Manila Lottery ticket which the latter had bought for him and also owed him five dollars which he had borrowed on one occasion when he gave a dinner to a mandarin named Wong Ngok. He said Leung Tun Po was one of his guests and when he, Yip Tat Cho, came to pay the bill he had not enough money and so he borrowed five dollars from Leung Tun Po to make up the amount. As, therefore, he owed Leung Tun Po eight dollars and forty cents the latter only gave a cheque for the difference. It is obvious that the mixing up of the private debts of one of the partners in connection with a cheque due to the firm for the amount of a share in the partnership business is an undesirable transaction, but unless this was the cheque given by Leung Tun Po in payment of his five hundred dollar share, Yip Tat Cho would have been in a difficulty, because he could not point out any other payment by Leung Tun Po. On the other hand, Leung Tun Po utterly denied that he had ever asked to have his Tong name put in the agreement instead of the name Leung Tun Po which he had himself signed, denied that the name inserted was his Tong name, denied having ever bought a Lottery ticket for Yip Tat Cho, denied all knowledge of the mandarin, the dinner, and the loan, and absolutely denied having ever paid for any share in the Company. At last, however, one point of agreement was reached. Leung Tun Po not only admitted that he had signed and given the cheque for \$491.60 but he explained the history of that cheque and supported his account of the matter by documentary evidence that left very little doubt in my mind as to the truth of his statement.

It seems a firm in Singapore owed Ng Cheung Pan, one of the defendant partners, a sum of \$500, and Ng Cheung Pan asked Leung Tun Po, whose shipping firm had agents named the Sui Tai, at Singapore, to collect that money for him. The money was duly collected, a draft on the Mercantile Bank of India, Hongkong, for the five hundred dollars was bought and sent to Hongkong, and Leung Tun Po paid it into the National Bank of China on the ninth of November, 1896. The Agents at Singapore charged one per cent. for collection, three dollars and twelve cents for the premium they had to pay on the draft, and the item of twenty-eight cents for postage stamps and extras completed the difference of eight dollars and forty cents between the draft and the cheque. The counterfoil of the cheque was as follows: "14/11/1896. Tseung Sing on account of payment to Ng Cheung Pan \$491.60." The Singapore firm's accounts with their principals, the Hongkong shipping firm of which Leung Tun Po was Secretary, bear out his version of this transaction, and he explained that he paid the cheque to the Cheung Shing firm instead of to Ng Cheung Pan because the latter had asked him to do so, as he, Ng Cheung Pan, owed the firm money and would be temporarily away from the colony when the money would arrive from Singapore. But it is evident that if Yip Tat Cho is correct in saying the cheque represented Leung Tun Po's payment for his five hundred dollars share in the firm, the whole eight shares were duly paid for and no money could have been received from Leung Yuen Kwan in respect of the share of the person called Leung Shan Yui Tong. Yet Leung Yuen Kwan not only declared that

he paid \$500 to Yip Tat Cho for his share, on 6th April, 1896, but, when cross examined, stated that he had that very same day drawn out the \$500 for the purpose from the Tin Un firm, dealers in soy, with whom he had a deposit of \$700. The manager of the Tin Un firm and the books which were examined corroborated Leung Yuen Kwan's statement, and that gentleman suggested that it was evident Yip Tat Cho had misappropriated his five hundred dollars and, therefore, did not wish to admit that he was a partner at all. Leung Yuen Kwan bears out Leung Tun Po's version. He states that he was present on 2nd April, 1896, at an interview at the Heung Sing between Leung Tun Po and Yip Tat Cho, when the former's refusal to join the Cheung Shing firm was discussed, and that he was sufficiently impressed with Yip Tat Cho's statements as to the good business to be done in matches to accept his invitation to call on him at the Straits Insurance Office at 171, Queen's Road Central. This he did the next day and, at that interview, on the 3rd April, 1896, he agreed to take up the share which Leung Tun Po had got joint of taking and gave his Tong name, Leung Shan U Tong, as the name to be put in the agreement. On the 4th of April he gave notice of withdrawal of the \$500 which he both withdrew from the Tin Un Firm and paid to Yip Tat Cho on the 6th April; and in due course he received the copy of the partnership agreement which is sent to each partner, on the 25th May, when he returned from a visit to the country. He produced this document in Court. In face of such evidence it seems clear that Yip Tat Cho has been guilty of perjury.

I will briefly allude to two other episodes as to which conflicting evidence was given, namely, a partnership dinner and certain meetings of the partners just before the shop closed its doors.

It was contended and deposed to that Leung Tun Po was present at a dinner given to the partners by Yip Tat Cho, the date of which was stated by Tam Tsz Kong to have been May or June, 1896. This, it was urged, showed he was a partner. Leung Tun Po admits that he did go to a dinner, but he alleges the date of it was 23rd March, 1896, while he was intending to become a partner, and that the absence at that dinner of certain persons whom Yip Tat Cho had told him were going to join the firm made him suspicious of Yip Tat Cho and caused him to write the letter of 27th March backing out of his arrangement and asking Yip Tat Cho to get someone else in his place. On the whole, I am not satisfied that Leung Tun Po attended any dinner given after the firm started business or after the final agreements sent to the partners were made, and I notice that those who deposed to the dinner differ materially as to the date when it took place.

The more important of the two episodes to which I have alluded is that connected with the meetings of the partners a few days prior to the stoppage of the firm.

The plaintiffs alleged that these meetings occurred on the 9th, 10th, 11th, and 12th January, 1898, at the Chai On Marine Insurance Office, of which business Tam Tsz King was chairman. They say Leung Tun Po was present and did not deny being a partner but refused to sign any document to contribute his share towards payment of a certain dishonoured bill of exchange, saying he must consult his uncle, who owned part of his share. They admit that Leung Tun Po took no part in the management of the business, but contend that his conduct at those meetings was inconsistent with his having no share in the business. Leung Tun Po, on the contrary, says he was only present at two meetings, and states that he only went on some insurance business. He alleges that at the first meeting Tam Tsz King asked him whether he was a partner, to which he replied he was not. Tam Tsz King then said "Yip Tat Cho told me you were" and he then asked whether he was the Leung Shan Yui Tong in the partnership agreement, to which he replied substantially that he had nothing to do with that name or person. He admits that having been sent for he went to a second meeting, when he was asked to sign the paper for Leung Shan Yui Tong, which he declined to do and stated that he had nothing to do with the partnership. I should have been more impress-

ed with the evidence of the plaintiffs if they had not tried to support their allegations by the evidence of Chan Hi Wan, the secretary of the Chai On Marine Insurance Company. He was evidently anxious to back up his chairman and asserted that although he was not present at the four meetings, he saw Leung Tun Po go into the room on each of the four occasions. It is singular that he should recollect this so well, as the meeting in no way concerned him. But, when asked when the meetings took place, he fixed the 19th, 20th, 21st, and 22nd January, 1897, which is nearly a year prior to the date alleged by the plaintiffs. I can only charitably suppose the plaintiffs were misled by Yip Tat Cho, who it seems absconded from the colony for several days when the business first closed its doors, a fact he did not attempt to deny. They may have got muddled owing to the fact that the defendant Ng Cheung Pan took two shares, one of which was allotted to his uncle the defendant Ng Yui Tung Tong, who though a partner took no part in the management of the business, and as to whose residence and occupation the plaintiffs in their petition say they know nothing.

Be that as it may, I have already stated that I am satisfied the cheque for \$491.60 was not given by Leung Tun Po in payment of his share. Yip Tat Cho does not suggest that Leung Tun Po paid any other sum, and I therefore hold that Leung Yuen Kwan is, as he claims to be, the partner whose name is inserted as Leung Shan Yui Tong in the partnership agreements and that Leung Tun Po never was a partner in the Cheung Shing firm. I observe that Leung Yuen Kwan began a suit, No. 25 of 1898, as long ago as last March, against the other partners, claiming to have the partnership accounts taken, and he stated in Court that he expected that when Yip Tat Cho was made to render the accounts there would be a profit to be divided between the partners instead of a loss to be made good by them. I have no means of judging how far his expectations may be realized, but it, at least, shows he is in earnest in declaring himself to be a partner in the firm.

The costs of the issue I was asked to decide will follow the event.

As regards Yip Tat Cho my duty, although painful, seems clear. Section 23 of Ordinance No. 12 of 1873, states that where it appears to the Court that perjury has been committed by any person examined as a witness in open Court it shall be lawful for the Court, instead of directing a prosecution to be instituted, either to commit such witness as for a contempt of Court to prison for any time not exceeding three months with or without hard labour, or to fine such witness in any sum not exceeding one hundred dollars.

It certainly appears to me in this case that Yip Tat Cho committed perjury in his examination as a witness in open Court, as regards the cheque and as regards the \$500 alleged to have been paid to him by Leung Yuen Kwan as well as in several other material matters.

To allow such deliberate perjury to go unpunished is to stand by and see the fountains of justice poisoned at their very source without attempting to stop the evil. I accordingly commit Yip Tat Cho to prison for three months with hard labour.

Yip Tat Cho was then called upon to state what he had to say in his defence why he should not be committed and he, substantially, reiterated his previous evidence and said it was true and that the liars were Leung Tun Po and Leung Yuen Kwan, whose evidence was inconsistent with his. The Court however committed Yip Tat Cho to prison and thereupon both Mr. Francis and the Acting Attorney General stated they both agreed Yip Tat Cho had been guilty of perjury.

Mr. Francis said he was heartily glad his lordship had exercised summary power in the matter.

His Lordship said he had thought over this matter a great deal—it was very satisfactory to him that Mr. Francis, whose witness Yip Tat Cho was, agreed with the view he had taken of the matter. There was no man more averse than he to the exercise of arbitrary powers without the person concerned having the opportunity of defending himself. But he had

pondered over this case until he was absolutely certain that the man lied in the witness box and he had not the slightest doubt that he had lied not only to the Court but to his solicitor and so caused him to be entirely misled. His lies had been at the bottom of the whole case. The hearing lasted nine days, but if the man had spoken the truth the matter could have been settled in five minutes. The only other course open for him (his lordship) would be for him to direct a prosecution for perjury. That prosecution would be initiated by the Attorney-General, who was on the other side in the case, and it would have to come before him (his lordship) or before Mr. Justice Wise, and it would involve going through the whole evidence again, and probably Yip Tat Cho would invent another lot of lies. It was absolutely clear to his mind that the man had been lying, and Mr. Francis must be of the same opinion himself.

Mr. Francis—I certainly think his statement in reference to the cheque for \$491 was undoubtedly false. He did not think anyone who heard the evidence could come to any other conclusion.

His Lordship added in reply to Mr. Francis that a formal decree might be drawn up in accordance with this judgment.

12th June.

IN SUMMARY JURISDICTION.

BEFORE MR. JUSTICE WISE
(PUISNE JUDGE).

YE FUK V. GOULBOURN.

Ye Fuk, contractor, 30, McGregor Street, sued William Goulbourn, of 10, St. Francis Street, for \$60, balance of an account for work alleged to have been done.

Plaintiff produced a contract in which it was stipulated that he should do certain repairs to a house belonging to defendant for \$110. He completed the work on April 6th, and defendant had paid him \$50 but refused to give him the balance.

Defendant said that plaintiff agreed to have the work done by April 3rd, but it had not been completed yet.

The case was adjourned *sine die*, it being agreed that in the meantime Mr. Orange should accompany the parties to the house and report as to what had been done.

CENTENARY OF THE CHURCH MISSIONARY SOCIETY.

PUBLIC MEETING YESTERDAY.

In connection with the centenary of the Church Missionary Society special services were held on Sunday at St. John's Cathedral, St. Peter's Church, Kowloon (Seaman's Institute and the Naval Depot), and the Peak Church. At the Cathedral the Rev. Ll. Lloyd preached at the eleven o'clock service and the Right Rev. the Bishop of Victoria at the evening service. On Tuesday evening there was a meeting at the Seamen's Institute, Kowloon. The Bishop of Victoria presided and Rev. Ll. Lloyd spoke on "Work in Fuhkien."

On Wednesday a public meeting was held in the City Hall. The Hon. W. M. Goodman presided, and he was supported by the Bishop of Victoria, the Rev. Ll. Lloyd, the Rev. C. Bennett, the Rev. F. Flynn, the Rev. T. W. Pearce, the Rev. R. F. Cobbold, and the Rev. F. T. Johnson.

The CHAIRMAN said—When I was asked, a few days ago, to take the chair at this interesting meeting held in commemoration of the Centenary of the Church Missionary Society, I could not but feel that a great, if undeserved, honour was conferred upon me. I consented, not only because, at the present time, it becomes us all, clergy and laity, to obey our Bishops, but because I am in entire sympathy with the objects and aims of this, as well as of other Christian Missions. Those objects and aims I take to be, to spread the knowledge and benefits of Christianity among the many millions of people to whom they are alike unknown: if Christianity is a true religion, surely it is a plain duty to make known where practicable its solemn truths to non-Christian nations. In some cases this is not a very difficult task,

but in others, where ancient and rival religions or superstitions have entwined themselves round the whole family and social institutions of the people, where their language and modes of thought are only intelligible to Europeans after many years of laborious study, the work of the missionary must be extremely arduous as well as full of danger. Such workers well deserve both sympathy and support. In the dim future, when the historian reviews the great events of the nineteenth century, as we can now calmly review those of the preceding centuries long since past and gone, when he seeks for the origins and causes of the vast changes this century has seen effected in the world, he will find that the steam engine, the steamship, and the electric wire will not account for them all. He will have to reckon with the moral as well as the material forces at work, and surely the greatest of these moral forces is the silent but steady progress of Christianity. If you will permit me I will read to you a few lines from the History of the Nineteenth Century, by Robert Mackenzie, whom I think you will consider an impartial and broad minded historian if you peruse his writings. I quoted the passage three or four years ago when I had the honour of taking the chair at the Centenary meeting of the London Missionary Society in this Colony, because it seemed to me that it might be well to cite the testimony of the historian rather than that of more interested parties. He says:—"In the foremost rank of powers destined to change the face of the world stand Christian Missions. These may almost be regarded as products of this Century, and the imposing magnitude which they have gained is altogether recent. Their beginnings were so small as generally to avert hostility by securing the contemptuous indifference of those who might have been unfriendly. There are few things in human history that wear an aspect of higher moral grandeur than the opening of what are now our great missions. One or two men sent by this Church and by that are seen going forth in obedience to a command spoken eighteen hundred years ago to begin the enormous work of undermining heathenism and reclaiming the world to God. Among the glories of the Century is none greater than this. All other enterprises of beneficence must yield to this magnificent attempt to expel debasing superstitions and convey into every heart the ennobling influence of the Christian religion. The success already attained gives sure promise of results the greatness of which we as yet but dimly perceive. The early suggestion of missions was received with disfavour. When some good men invited the Church of Scotland to give encouragement to such enterprises, the representatives of that body declined the invitation. They could not well argue against imparting to heathens that gospel which it was the business of their own lives to teach. Nevertheless, the proposal was unacceptable. One clergyman deemed it visionary, another wished the result to be obtained by prayer and waiting, a third saw revolutionary tendencies in every form of united action and trembled for the constitution. On grounds such as these the Church of Scotland, by an overwhelming majority refused to sanction missionary effort. Such was the state of things in 1795, and at that time the attitude of the Church of England was for the most part much the same. How great has been the change since then. But, if it is sometimes alleged that the results are still insignificant, it must be remembered, how recent has been the effort and how ill proportioned to the gigantic nature of the task to which that effort is directed. I will no longer detain you, but will ask you to listen to those whose lives have been given to this great and noble work.

The Rev. C. BENNETT said that at the beginning of the present century China was closed to the gospel, but what did they see now in Kwangtung? They found native churches in many cities, and they found in them over 9,000 Christians—not including the Basel Mission or the mission to the Hakkas, but simply Cantonese Christians—and he found also that these men subscribed over \$12,000 every year in the Kwangtung province towards the support of their churches. He wanted them to notice that, because some people said that if foreigners were to withdraw from Chinese work the congregations

would relapse and that in a few years Christianity would disappear from China. Nothing of the kind. In former times the Chinese were supposed to worship the almighty dollar and to place the accumulation of wealth in the first place; but these very men were the men who came forward and showed this self-denial and helped to maintain the Christian cause in the province of Kwangtung. The gospel was reaching the people of Kwangtung in various ways. There was the preaching in the open air, the preaching in chapels, and so on, but he thought the most interesting feature perhaps of all were the efforts of the natives themselves to make known to the heathen around them the truth which they had received themselves.

The Rev. Ll. LLOYD gave an encouraging report of work of the Church Missionary Society in the Fuhkien province. He said that in that province there were nearly 50,000 Christians, about 20,000 of whom were connected with the Church Missionary Society. In the county of Hokchiang they had 70 churches. About one half of these were simply Chinese houses rented very cheaply, and there service was held and all sorts of work was carried on. The other half were specially built churches. They could build a church in the Fuhkien province for about £100 quite good enough for the Chinese at the present time. There were two native clergymen in that particular county, working very earnestly and very zealously. Nothing inspired him so much as to go about with these two earnest Chinese clergymen. Then they had in that county over 6,000 converts and so marked was their work and so felt by the Chinese officials themselves that on two separate occasions the Archdeacon had been publicly thanked by the Chief Magistrate of Hokchiang for the good influence exercised by the missions. They frequently heard it said that the foreign communities near the mission fields cared nothing for missionary work, but this was not true; if the people of England only came forward to help missionary work in the same way that the people of Foo-chow did the coffers of their society would soon be overflowing. A great deal was done here in Hongkong towards mission work—not ostentatiously. There were plenty of sneers and jeers going about the world as regarded missionaries, and it always struck him as strange that the dictum of any wanderer who lived six weeks in a place should be taken before that of a missionary who had lived among the people for years and years.

The BISHOP of VICTORIA gave figures to show what the Church Missionary Society was doing in South China, pointing out that they had 23 missionaries in the two provinces and eleven native clergy, in addition to which they had eight qualified European medical men, two of whom were also ordained, one fully qualified lady doctor, three lay workers, and 38 lady helpers, in addition to the wives of the missionaries, giving a total of 82 Europeans workers and 11 native clergy. With regard to the progress of the work, to his mind the progress which was being made now by modern missions all over the world was amazing. As to the quality of the converts, his experience was that their Chinese converts were right down, good, earnest, solid Christians. He did not mean to say they were perfect. They had good, they had bad, they had indifferent, but on the whole he considered that their Chinese converts would in a very large measure read a right down good lesson to most of their Christians in England.

A vote of thanks to the Acting Chief Justice for presiding concluded the proceedings.

Another European—the second this year—has been attacked by the bubonic plague, namely Inspector Reidie, of the Sanitary Department. He is a first class inspector and had charge of two districts, and he has been busily engaged in attending to the fumigation and cleansing of plague houses. On the 9th June he complained of high temperature and headache and went off duty. In the evening he was sent to the Government Civil Hospital and kept under observation for some time, when it was discovered that he had the plague. We are glad to learn that he is progressing favourably.

HONOURING A WELCH FUSILIER.

GALLANT ATTEMPT TO SAVE LIFE.

PRESENTED WITH THE HUMANE
SOCIETY'S MEDAL.

An interesting ceremony was witnessed at Murray Barracks on Saturday morning, when Corporal Almond, of the Royal Welch Fusiliers, was presented with the Royal Humane Society's medal for a gallant attempt to save life when the Regiment was stationed at Crete last year. The Regiment paraded at half-past ten. On Corporal Almond being called out from the ranks.

Colonel MAINWARING said—Corporal Almond, I have received a letter from the Adjutant-General of the Horse Guards desiring me to transmit for presentation to the person named in the margin (Corporal Almond) a bronze medal and certificate which have been awarded to him by the Royal Humane Society, and to acquaint him that the medal may be worn with uniform. The presentation of this medal is also to be made in as public a manner as possible as an honourable mark of distinction. It gives me very great pleasure indeed, Corporal Almond, to present to you this medal. It is perhaps, with the exception of the Victoria Cross, the most honourable medal that a man can wear. Everybody can get medals and decorations even for active service, but they may never be nearer the front than the line of communication or the base hospital. But this medal means that the man who gets it has shown great presence of mind, great promptitude, and must also have risked his own life. It is, in fact nothing more or less than the civil Victoria Cross. To those of you who do not remember or do not know the circumstances, I will tell you. In June last Corporal Almond was a patient in hospital, and there were some Italian soldiers bathing on the rocks some little distance below. Those of you who were there can remember the place. It was very deep, there were some nasty rocks, and a good sea on. Corporal Almond noticed one of these soldiers was in very great distress, and observing that none of the other Italians were going to his assistance Corporal Almond at once ran out of the hospital and endeavoured to save this man. He disappeared, but Corporal Almond dived several times and struck his head very severely against one of the rocks. He received a very bad cut and bled a good deal, but he dived again. Unfortunately he was not successful in getting the man, and the body was not recovered for several days. The Italians themselves were so struck with the act that they promised to send a medal from Italy; it has not been received. When the matter came to my notice, I sent home a letter to the Humane Society and they decided that it was such a gallant action that he was entitled to a medal; and they have sent the medal and the War Office has decided that the act was such as to entitle him to wear this medal. Everybody in the battalion, officers and men, Corporal Almond, hope and wish that you may have long life to wear this medal, and your friends and family will keep this ever as a remembrance of your gallant act. It is also very gratifying to me as Commanding Officer, that Corporal Almond is not the only recipient of this Humane Society medal. Private Parsons already wears this medal for saving life, and Private Fleury was awarded the parchment, although the more I think of it the more I am convinced he ought to have the medal. It is also gratifying to remember that since the Regiment has been here there have been no less than two cases of life saving. I think the spirit is just the same now as it ever was. Our young men of the present day are just as good men as any men in the early days, and I trust that gallant spirit may remain. Corporal Almond, pin this medal to your breast. May you live long to wear it. Three cheers for Corporal Almond.

Three cheers were heartily given by the officers and men.

A dividend of a shilling per share has been declared by the Kaub Australian Gold Mining Co., Limited, payable on the 24th July.

CHARGE AGAINST A BANK SHROFF.

On the 7th June Yeung Cheung Un, alias Yeung Kwan, was placed in the dock at the Magistracy on a charge of stealing a bank book, the property of the Hongkong and Shanghai Bank, and was remanded until the 14th, bail of \$2,000 being accepted. He had no sooner been released than he was re-arrested and charged that on or about the month of May, 1899, he wilfully and with intent to defraud did make certain false entries in a Hongkong Savings Bank pass book, the property of the Hongkong and Shanghai Banking Corporation, he being then employed as a clerk, officer, or servant in the Hongkong Savings Bank.

At the Police Court on the 9th June Mr. Gedge appeared for the prosecution and Mr. Hastings for the defence.

Detective Sergeant Collett said—I arrested the defendant at 12.20 p.m. outside the Police Court on a charge of falsifying a pass book belonging to the Hongkong and Shanghai Banking Corporation. I found the pass book shown me in a small box in the second cubicle from the hall on the second floor of No. 32 Aberdeen Street. Defendant was absent at the time. I waited till he came in. He could not see me on first entering. I heard some one in the hall; I heard loud talking. I came out from the cubicle. I could see into the front hall. I saw defendant take off his jacket and throw it into a chair. I went to the hall. Defendant said to me in the hall, "This is Lau Wai Chun's affair. I don't care; he has no proof." This was said in English. That was all that passed. I had placed the book on a table in the hall. I took up the book and began to take it out of the envelope. Defendant said immediately, "Oh, that money is not in the bank; it is \$1,000 that I paid to my son, Yeung Kau Tsai, at the beginning of last month." He added, "I am keeping this book as a memo book. The signature is mine; it is Wai Kwan. My name is Yeung Kwan."

George Henry Noble Sexton said—I am an assistant in the Hongkong and Shanghai Banking Corporation. I am in charge of the Savings Bank branch. The book shown is a pass book belonging to the Savings Bank. It is used for making and withdrawing deposits from the Bank, which issues the book to a depositor upon a deposit being made. When the account is closed the book is put away with other old books in the Bank. I know defendant. He is a shroff in the bank in the Savings Bank Department. During May he had access to deposit books. He is employed under me. Defendant has not so far as I know a deposit account with the Savings Bank. I cannot at present say whether Yeung Kau Tsai has a deposit account in the Savings Bank. I believe the writing in the book is the defendant's writing. It is my duty to make the entries. The writing in the book is not mine nor that of a European clerk in the Bank. Entries must be made by Europeans. The signature in the margin is not that of any European in the Bank. \$250 is the maximum deposit receivable in one day from any person, but we accommodate people by receiving larger amounts up to \$2,500, which is the limit for a year, and distribute the entries over a number of days. That is apparently what has been done in the present case. Credit for the amount in the book might be given to the defendant at an agency. The production of the pass book would be sufficient. Pass books like the one produced are made for the Hongkong and Shanghai Banking Corporation alone.

Cross-examination was reserved.

The case was adjourned until the 14th bail at \$5,000 deposit being fixed, the bail in the two cases amounting to a deposit of \$6,000, with a bond of \$1,000.

On the 11th Detective Sergeant Collett was recalled to clear up certain points.

Replying to Mr. Hastings, witness said that when he was sent to search defendant's house he was instructed to look for any documents relating to the Bank.

G. H. N. Sexton, recalled, said that on the last occasion he said he believed the writing in book A was in defendant's hand. He now felt convinced it was defendant's writing. When a depositor came to the bank the money was generally taken in by the shroff (meaning defen-

dant), and sometimes by himself, and a credit slip was made out with the name of the account which was to be opened, the amount paid in, and the date of the receipt, and the initial of the receiver. In most cases the shroff would make out the credit slip. He produced a specimen credit slip. He had searched among the credit slips for April and May, and could not find any credit slip or slips relating to the deposit of \$1,000 by Yung Han Tsai, or Yung Cheong Un, or Yung Kwan. The stock books relating to the saving banks were kept in the store room in the basement of the Bank under lock and key, and defendant had not access to them. When witness wanted a fresh supply of bank books he got the key. During April and May in this year when he got a supply of books they were kept in a desk behind the desk at which he worked. He generally brought up four packets each time, and there were ten or twenty in each packet. The books were in his charge and defendant had access to them. Chinese were not allowed to make entries in the pass book, but sometimes when there was a rush the Chinese would make an entry on the debit side when a depositor wished to withdraw money, but never on the credit side.

In reply to Mr. Hastings, witness said defendant resigned his position as shroff at the Bank towards the end of May, so that at the time the seizure was made he had been a week or ten days out of the employment of the bank. Exhibit A (a pass book) was never issued by the Bank to any of the customers. He was convinced that the writing in the book was in defendant's hand. He could not say whether the signature "Y. Kwan" was in defendant's handwriting. It did not look like it. The agency at Canton had recently had instructions not to pay on Hongkong Bank books without rectification for Chinese accounts, but the probability was that a white man would get credit. He had never heard of any agent paying on the signature of a Chinaman. There was no account in his books in the name of Yung Kau Tsai. Therefore the book marked A did not refer to any account in their bank books. He could not tell the reason why a search was made in defendant's house by the police. He had never heard. He did know who instructed the police. He did not hear that defendant was suspected of anything. He did not know what the police were searching for. He knew that of late the Bank had been defrauded of the sum of \$30,000 by means of a forged document relating to a telegraphic transfer. He did not know whether that was the reason why a search was made in defendant's house, but it probably was. He was not aware that anything was found connecting defendant with this fraud. What was found was the Bank book produced.

On being re-examined by Mr. Gedge, witness said he could not tell whether the name of Kwang in the book produced was written by a Chinaman or not. The reason for the instructions to Canton not to pay on Hongkong Bank books without rectification for Chinese accounts, was on account of a fraud committed at Canton. He did not think defendant knew of these instructions.

This was all the evidence as to the false entries for the prosecution. There were no witnesses for the defence.

Mr. Gedge then addressed the Bench, contending that it was palpable the defendant intended to defraud the Bank when he made the entries in the book produced, and asked his Worship to send him for trial.

Mr. Hastings for the defence, said defendant was charged in this case with making false entries on the book marked A with intent to defraud. It was for his Worship to consider in the first place whether the entries were false, and secondly whether they were made with intent to defraud. It was rather instructive to see how the case came about. They had heard from Mr. Sexton that a fraud occurred at the Bank some time ago by which they lost the sum of \$30,000, and suspicion—they did not know why—fell on to defendant, possibly because he had left the service of the Bank, as they had heard, about the end of May. A search was made of defendant's premises. They did not find what they were looking for. They found nothing at all connecting him in any way with the fraud which had occurred, but they found the savings bank book produced

and which they were not at all expecting to find, and now, not having been able to get any evidence on the charge they were looking for evidence for they were bringing a charge against defendant in respect of this book. It was for his worship to say whether that charge had been substantiated or not. In the first place, what was defendant's explanation of this? It was not an explanation made when he had had time to consider the matter. The very moment the book was discovered by the police officer defendant said, "That money is not in the Bank. It is \$1,000 that I paid to my son, Yung Kau Tsai, at the beginning of last month. I am keeping this book as a memo. book. The signature is mine. It is Y Kwan, my own name is Yung Kwan." Undoubtedly this book was the property of the Bank, and undoubtedly it was in defendant's possession. There were numbers of these books lying on the desks, and defendant had no doubt taken this book and used it as a private memorandum book. He might not have been quite justified in doing so, but it was not a very criminal action after all. Then he contended that the prosecution had not proved that defendant was the servant of the Hongkong Bank on the date the false entries were alleged to have been made. He also contended that it had not been proved that the entries were false. He submitted that they were the entries taken in the light of defendant's explanation. They were merely memoranda of payments made by defendant to his son. If this was a case of defrauding it was the most clumsy attempt ever made.

His Worship adjourned the other case until Tuesday next, when he will give his decision on both cases.

FATAL FALL FROM A VERANDAH.

THE SECOND ENGINEER OF THE "ZAFIRO" KILLED.

Amos Hadaway, the second engineer of the *Zafiro*, which arrived from Manila on Tuesday, was killed early yesterday morning by falling from a verandah at Mrs. Lewis's boarding house at No. 3, Wyndham Street. He had been going about the city during the day, and returned to the boarding-house at about eight o'clock on Tuesday night rather the worse for drink. He seems to have taken off his hat and coat and boots on getting into his room and placed them on a chair and then gone on to the verandah, where he apparently went to sleep. At about a quarter past one yesterday morning Mrs. Lewis heard a thud, and on going to see what was the matter found that deceased had fallen from the verandah a distance of about 50 feet on to the street. His skull was smashed in and he had apparently been killed instantaneously. The police were informed and the body was removed to the public mortuary.

THE NEW COMMANDER-IN-CHIEF OF THE AMERICAN FLEET.

ARRIVAL OF REAR-ADMIRAL WATSON.

Rear-Admiral Watson, who succeeds Admiral Dewey in command of the United States fleet on this station, arrived on Thursday by the *City of Peking* from San Francisco. He will leave for Manila to-day by the *Zafiro*, which has come over to meet him.

The *San Francisco Chronicle* gives the following biographical notice of the Admiral:—Rear-Admiral Watson comes down from a line of American fighters. He was born in Frankfort, Ky., and was graduated from the Naval Academy in time to get abroad Farragut's flagship and fight all through the Civil War. He served on the flagship until peace was declared. It was Watson, then a young Lieutenant, who lashed Farragut to the rigging during the battle of Mobile bay. He is a grandson of John J. Crittenden, who was once Attorney-General of the United States and who wrote the famous Crittenden compromise bill. He is a nephew of General George B. Crittenden and Thomas L. Crittenden, who were among the heroes of the Civil War. The Rear-Admiral is a high type of American citizen—cool, fearless, quick in judgment. He is tall and slender, with hair prematurely white, and

the hands and face of a woman, but he is a prudent and resourceful commander, with the persistence of a bulldog and the courage of a lion. Moreover, he is an earnest Christian, but of the Stonewall Jackson sort. Hard fighting follows his praying. To his sailors he is known as "Able Seaman Johnny," which is considered as great a compliment as could be given him. Watson was married in 1872 to Miss Elizabeth Thornton, a distant connection, and daughter of Judge James Thornton of San Francisco. The result of this union was eight children, seven of whom are living. The eldest son, John Edward Watson, is an ensign in the Navy.

THE "POWERFUL" DRAMATIC COMPANY AT THE THEATRE ROYAL.

On Saturday evening a fairly large audience was assembled in the Theatre Royal to witness a performance by the dramatic company of H.M.S. *Powerful*. The attendance would no doubt have been much larger but for the wet weather of the previous day or two, which naturally interfered considerably with the booking.

The first part of the programme was of a miscellaneous character, comic songs figuring very largely. The *Powerful's* String Band led off, and E. Davies followed with "Pa, Ma, and Paris," a comic ditty, W. Fuggle giving a similar contribution entitled "I remembered." Mr. W. Sims was warmly applauded for "I'm a doctor," which was capitally rendered. R. Atlee's "Naval Scarecrow" and "They never do that to me" were also very good; the former was encored and "Up a sour apple-tree" substituted. "Last night," another comic, was sung by J. Mann. J. Walters, who has a fairly good voice, sang "Will my dream come true," and "Maud." A solo on the violin was well played by Mr. J. Peile. G. Groves and Co. gave an exhibition of club swinging. A nautical tableau, entitled "Sons of the Sea," representing old and new navy, concluded the first part of the programme, and was thoroughly appreciated, as it well deserved to be. A patriotic solo was sung by J. Walters. The second part of the programme consisted of a farce, "White Bait at Greenwich," in which the characters were taken as follow:—Mr. Benjamin Buzzard, Mr. W. Sims; Mr. Glimmer, Mr. J. Compton; Mr. John Small, Mr. R. Atlee; Miss Lucretia Buzzard, Mr. T. Saunders; Sally, Mr. T. Bone. As Mr. Buzzard Mr. Sims was a huge success, and Mr. T. Saunders as Miss Buzzard was the same. The whole performance reflected credit on all concerned, and it is to be hoped that before long the company will favour us again with an exhibition of their powers.

Lieut. Hodges was manager, Mr. W. Sims stage manager, Mr. A. Thompson accompanist, Mr. Schofield bandmaster, and Mr. Lintern secretary.

THE COLLAPSE OF VERANDAHS IN QUEEN'S ROAD CENTRAL.

CORONER'S ENQUIRY.

On Saturday afternoon Mr. T. Sercombe Smith held an enquiry at the Magistracy touching the death of Fong Ting Chung and Wong Kai Mi, who were killed on the occasion of the collapse of verandahs at Nos. 311 and 313, Queen's Road Central, on Tuesday evening, May 30th.

Dr. Lawson gave evidence as to the injuries of the deceased. He said the first man died of a compound fracture of the skull and multiple injuries. The second man died of compound fracture of the skull and rupture of the heart and lungs. This man's chest was reduced to almost a pulp and nearly all the ribs had been broken.

Mr. E. M. Hazeland, of the Public Works Department, who had examined the premises, said the brick piers of the first and second floors had collapsed, bringing down the roof of the verandahs of Nos. 311 and 313, and the verandah floor of No. 313. The conclusion he had arrived at was that the collapse had taken place through the crushing of the blue brick used in the piers and probably through the bad bonding of the brick work. The recent rains had pro-

bably saturated the bricks. The verandahs were built in 1881. The architects were Wilson and Bird. The pillars were plastered over, so that it was impossible to see the faulty construction of the piers.

Evidence as to the finding of the bodies was given by Chief-Detective Inspector Hanson and Detective Murison, evidence of identification following.

A verdict to the effect that death was in each case caused by fracture of the skull caused by the collapse of the verandahs of the second floors of Nos. 311 and 313, Queen's Road Central, was returned.

HONGKONG VOLUNTEER CORPS.

The *Government Gazette* of June 10th contains the amended regulations for the Hongkong Volunteer Corps. Paragraph four and five deal with the constitution of the corps. The former recite that the corps is raised under the Volunteer Ordinance, 1893, and is subject to the provisions of that Ordinance and of any Ordinance amending it and also to all regulations made under the authority of that Ordinance. Paragraph five says:—

"The corps shall consist of six units and a band as follows:—

- (a.) A battery of Light Field Artillery;
- (b.) Three Machine Gun Companies;
- (c.) An Engineer Company;
- (d.) An Infantry Company; and
- (e.) Band."

DISTURBANCES IN KWANGTUNG.

[FROM A CORRESPONDENT.]

In the district of Punyui the natives of Haiyin village have had a fight with the natives of Pat Chuin and Nam Wan and ten other villages. Over one hundred people were killed and many wounded. Houses were burnt and places planted with trees and shrubs destroyed and devastated. The quarrel at the outset was between two of the villages; afterwards the local banditti and vagabonds joined and fought together. They heaped up the earth, to make mounds and placed thereon:—over 30 to 40 pieces of old rustic guns. These were fired off and also rifles. Dead bodies were found lying about everywhere, presenting a most horrible sight. On the 4th inst. the new Pun Yui, Magistrate Lew took with him a troop of 500 braves to the places to suppress the disturbance, and on the 7th returned to Canton. Reinforcements are continually leaving.

There was another fight in Ka Hing-chow district, where the Hakka people live. A supposed coal mine was discovered in a place known as Kim Pui-shan. A deep trench was dug into it, and some coal discovered. The inhabitants of that district objected, because by digging the mountain it was interfering with their *funghui*. Consequently they took action, and some few of the elders and gentry of the village were thrown into the coal-pit and buried alive. Petitions were presented to the mandarins, who promised investigation.

A SHIP ON FIRE IN THE HARBOUR.

A CHINAMAN INJURED.

Some commotion was caused in the harbour shortly after noon on Saturday by Messrs Jardine, Matheson and Co.'s steamer *Awara*, which arrived from Java the previous Wednesday with a cargo of sugar and pea-nuts, hoisting fire signals. In response H.M.S. *Powerful* and *Undaunted* at once sent men with pumps and reels to assist in extinguishing the flames, the Government fire launch soon following. Mr. A. Sinclair (of Jardine, Matheson and Co.) and Mr. J. W. Kinghorn also soon made their appearance, and took an active part in getting the fire under, Mr. Kinghorn and the press representatives being kindly conveyed to the burning vessel by Mr. W. B. McNaughton, of the Equitable Life Assurance Society, in his launch.

It seems that the fire originated in the storeroom. A Chinaman had gone into this room to get some kerosine oil, taking a lighted lamp with him. Whilst he was pouring the oil from one vessel to another the oil ignited, and, on dropping the vessel he held, the oil saturated his clothes and he became quickly enveloped in flames. He rushed out of the room and Mr.

Wright, the second engineer, threw a mat around him, and put out the flames, the Chinaman, however, being badly burned.

Mr. Wright did not find out until a few minutes afterwards that there was a fire in the store-room, and by that time the flames had got a fair hold. By the time the pumps were got to work, volumes of smoke were issuing from the store-room. The case of the low-pressure cylinder was soon destroyed and the heat became so intense that the cargo in No. 3 hold became ignited. Shortly after two o'clock the efforts of the men at the pumps began to tell, and the outbreak was ultimately quenched.

It is estimated that damage to the amount of \$5,000 was done.

LAUNCH OF A WEST RIVER STEAMER.

At about nine o'clock on Saturday morning the seventh vessel launched by the Hongkong and Whampoa Dock Company glided into the harbour in the presence of a large party of ladies and gentlemen, including Mr. and Mrs. Poate, the Hon. J. J. Keswick, Lieutenant Hobson, Colonel Wheeler, Mr. and Mrs. J. J. Francis, Mr. David Gillies (manager of the Dock Company), Mrs. Inglis, and Mrs. Trevelyan. The ceremony of launching and christening the new vessel, which has been named the *Samsui*, was performed by Mrs. Poate. After the launch the company adjourned to the manager's office, where the health of Mrs. Poate and success to the *Samsui* was drunk. Mr. Poate responded, and proposed the health of the Chief Manager and Staff, to which Mr. Gillies responded.

The *Samsui* is intended for the West River, and has been built at the instance of a syndicate comprising Messrs. Jardine, Matheson & Co., Messrs. Butterfield & Swire, and the Hongkong and Macao Steamboat Company, who intend it to act as a steam tow and passenger boat for lighters to follow as accessories. It is expected that she will be ready to start for the West River in a fortnight. Two of the lighters will probably be launched this week and the other two next week. The principal dimensions of the tow boat are:—Length over all, 135 feet; breadth, 21 feet 6 in.; on deck line, 23 feet; depth moulded, 10 feet; draught of water, 7 feet. There are two sets of engines of 450 I. H. P., to drive twin screws. The cylinders are 14 inches and 30 inches in diameter, with a stroke of 18 inches. The vessels is built entirely of steel, and is designed for a speed of 11½ knots per hour. The lighters, which are also completely built of steel, are each 125 feet long, 25 feet beam, and 7 feet deep, giving a carrying capacity of 400 tons. Accommodation has been provided on the steam vessel for a large number of passengers.

THE POST OFFICE REPORT.

We make the following extracts from the report for 1898 of Commander Hastings, Postmaster-General:—

Compared with the 1897 the amount of international correspondence shows an increase of 734,460 covers, apportioned as follows:—Ordinary letters and postcards despatched 285,460, received 292,000; newspapers and other articles despatched 70,880, received 8,010; registered articles despatched 13,170, received 64,040; total covers despatched 369,510, total covers received 364,950; grand total 734,460. Local correspondence shows a decrease of 26,930 covers, apportioned as follows:—Ordinary letters and postcards despatched 7,970, received 3,450; newspapers and other articles despatched 10,980, received 160; registered articles (increase) 120 despatched, received 1,490; total covers despatched 19,830, total covers received 8,100, grand total 26,930. By local correspondence is meant correspondence with the agencies where Chinese Post Offices are now established. The local deliveries (insular and peninsular correspondence) have increased by 3,790 covers. The monthly sale of stamps in Hongkong as compared with 1897 shows an increased sale of \$51,736.27, an average monthly sale of over \$19,400, as against a little over \$15,000, in 1897. Parcels received and despatched:—Outward, Christmas, 1898, 1279, 1897,

504. New Year, 1899, 824, 1898, 945. Inward, Christmas, 1898, 887, 1897, 702; New Year, 1899, 1307, 1898, 987.

The establishment of penny postage; reduction of the local rate from 10 cents to 4 cents per half ounce, with the United Kingdom, its dependencies and Canada, has been estimated by my predecessor to probably cause a loss of \$30,000 during the current year. It has certainly enhanced the volume of correspondence very largely, accentuating the want of space in the building, and heavily increasing the duties of an already insufficient staff.

On the 1st July last, Branch Post Offices were opened at Kowloon and West Point, which have proved a convenience to the Public: the Kowloon Branch more especially to Europeans and the Western Branch Office to the Chinese.

The question of accommodation is not again brought prominently forward as expansion is to take definite shape in the near future.

The following table of revenue for the past 10 years shows almost exactly the increase in postal business that has taken place:—

1889.....	\$142,309.11	\$20,818.15	Deficit.
1890.....	148,459.98	5,458.16	Surplus.
1891.....	142,770.03	2,605.02	"
1892.....	157,699.03	3,450.73	"
1893.....	167,596.77	14,309.81	"
1894.....	192,172.42	8,800.27	"
1895.....	244,449.71	50,209.44	"
1896.....	245,280.33	56,999.16	"
1897.....	268,616.49	61,536.20	"
1898.....	337,179.99	95,618.47	"

The deficit \$20,000 of 1889 has become in 1898 a surplus of \$95,000.

The working expenses of 1889 \$43,164.80 rose in 1898 to \$58,831.05.

In ten years, since the building of a new Post Office was first urged, this Department has paid into general revenue \$278,189.11.

Revenue for the first 4 months of 1898,	\$107,475.51
Revenue for the first 4 months of 1899,	115,382.89
	\$7,907.38

Sale of stamps for the first 4 months of 1898,	\$75,126.70
Sale of stamps for the first 4 months of 1899,	82,270.23
	\$7,143.53

The reduction in postage does not therefore appear to have prejudicially affected the total of the sale of stamps. The increase \$7,000 doubtless, however, represents largely enhanced transit charges to be paid in the future.

The internal fittings of the present Post Office could be materially improved at comparatively slight cost by the substitution of skeleton presses with wire netting instead of the present wooden ones. They could be seen through, would be cleaner, would not obstruct light and air, and could be transferred to the New Post Office when built. Other suggestions for economising space and facilitating despatch of mails have been made in another report.

Five of the Chinese staff were prosecuted in August last, two for removing stamps—imprisoned for 4 and 6 months respectively, and three for detaining letters, one was sentenced to 4 months' hard labour and two others to six months' imprisonment each with hard labour.

At present the Chinese coxswain of the Post Office launch a man on \$10 a month who can neither write nor speak English: receives and takes off the mails. Complaints are frequent as to delay in the discharge of the mails from contract steamers. Vessels leaving are constantly missed and opportunities for the despatch of mails lost. No log is or can be kept of the movements of the launch. Two launch officers are urgently needed, responsible men not boys. Men of this description could be obtained at an initial salary of \$45 a month, lower wages would only attract incompetents or men who would merely utilize the situation to look out for better appointments. In view of the vast importance attaching to the safe carriage of mails the prompt creation of these appointments is strongly urged.

Six more clerks are needed in the General Office, two to attend to the Poste Restante work, which has increased and is largely in-

creasing, and four to attend to the drop boxes, keeping the keys in their pockets and being responsible for the clearing of them and the proper attendance of the Public at the windows. In another report their duties have been elaborated. At present there is no one to detail for these duties, and "what is everybody's business."

One more clerk is wanted for the Registration Department; in the other report referred to his duties have been detailed.

The wages paid to the Post Office clerks on joining, \$20 a month, are not such as to attract men who intend to remain in the service. Nearly all the applicants are boys from school. The brightest and best of them just stay long enough to begin to be useful and then, in the language of their letters of resignation, "having prospects of better pay and promotion," they go.

In the cases of clerks that have joined older and at higher wages the results have been satisfactory.

Should the staff be increased as indicated the services of soldiers for sorting papers could be dispensed with. Mis-sorting of papers is a chronic source of complaint. When it is considered that four soldiers (not the same ones every mail) sort all the papers by the contract mail for every place North of Hongkong, mis-sorting is explicable. Soldiers sort the papers by contract mails because the staff is admittedly too slender numerically to undertake it.

Another fruitful source of complaints is the loss of unregistered letters, principally by contract mails to Europe. On days of despatch of contract mails, for the last hour and more before the mail closes, the Post Office windows are besieged by a crowd of coolies with boxes, bags, and packets of letters which are being dumped in a continuous stream on a table by the window, and books are thrust forward to be chopped.

As a matter of fact these letters are not posted at all. They do not pass through the drop boxes supplied for the reception of Postal Matter, nor are they presented at the registration counter.

The chopping of the books is an attempt to obtain a "quasi" receipt for unregistered matter. Registered letters are not lost. In the case of locked boxes there is some guarantee that the number of the letters sent have reached the Post Office (there is no proof as to what was put in). In the case of bags, and shelves of letters handed in there is nothing to show that the identical letters sent have been received. In the hurry of mail morning doubtless, frequently, the clerks do not accurately check the numbers with the chit-books presented, nor is it, strictly speaking, part of their duty to search for dishonest practices on the part of messengers sent with letters.

The public in Hongkong have become accustomed to grand-motherly looking-after; for instance, if letters are too late they expect the book to be chopped "too late" and the letters returned. The chopping of books is a check on the honesty of the messenger and a direct attempt, as previously stated, to get a receipt without paying a fee.

This is recognised and provided for in Singapore, as the following extract from the Straits Settlements Postal Guide indicates:—"Certificates of Posting. In order to afford the public an assurance that letters, postcards, newspapers, and packets, entrusted to servants messengers for posting, have actually been posted, the Post Office grants certificates of posting at a charge of one cent for each article entered on a certificate. Any person who wishes to obtain a certificate of posting must send, with the article for which certificate is required, an exact transcript of the address on the article, written in ink on a slip of paper, or in a book, with a one cent postage stamp affixed to the transcript. The clerk to whom it is presented will compare the address with the transcript, and, if there is no discrepancy, will obliterate the postage stamp with the Post Office date stamp. The paper, or book, will then be returned as a certificate that the article has been posted. No additional responsibility attaches to the Post Office in respect of articles for which such certificates are granted. Special receipts are given for registered and insured articles, and for all parcels."

Until, however, the additional clerks that have been shown to be necessary are provided the same cannot be done at this Office. Much trouble is almost daily given by requests that letters may be searched for to be registered, the coolie having omitted to do so.

The Chinese coolie is not more unintelligent or dishonest than the average negro or Hindoo. In other places, however, either more trustworthy messengers are sent or the public are not so prone to promptly accuse Post Office employees *en masse* of dishonesty.

In other places also the bulk of Europeans understand to some extent the language of their messengers, here numberless mistakes are made from utter inability of masters and servants to understand one another, and the men are sent off trusting to the Post Office official seeing that the right thing is done.

The reception of letters at windows gives much additional labour and is not a proper posting through the boxes supplied for the purpose.

Of most of the seniors on the staff it gives me great pleasure to speak highly, the juniors lack sense of responsibility, and it is very doubtful if many of them intend to stick to the service.

To insure prompt and satisfactory deliveries the postmen's districts should be much circumscribed, which will necessitate a material increase of numbers as detailed last month; all the men should be quartered in the new premises when built.

During 1898, eighteen clerks: Messrs. J. S. Remedios, Lam Shu Pin, Tse A Sit, Chung Yuk King, Wong Lim, C. T. Silva, Sirdar Khan, F. Figueiredo, G. Silva, A. Remedios, P. Roza, J. V. Pereira, T. Perpetuo, F. Silva, F. Jorge, F. M. Rangel, F. E. Soares, M. P. Remedios, joined.

One died and nine resigned, one who joined in 1894, one who joined in 1897; the others all joined in 1898 staying from one month to three, amongst the latter all the Chinese clerks (four).

The staff was increased by eight. Four for the Branch offices, one in the Registration Department, one in lieu of the Assistant Postmaster-General (absent), and two learners.

Of the 28 clerks employed on December 31st, 1898, but nine had eight years' service and upwards; one four years' service, the senior clerk; four under three years' service including the Superintendent of the Registration Branch; three under two years' service; eleven under one years' service.

Amongst the nine seniors were the then Accountant, since pensioned, the three Marine Officers, the Superintendent of the Money Order Office, and one clerk also in the Money Order Office, the Storekeeper, one clerk in the Registration Branch, leaving only one of the older men for duty in the general office.

THE DRAINAGE AND SEWERAGE OF HONGKONG.

The Hon. R. D. Ormsby, Director of Public Works, in his report for 1898 says:—

Sir William Robinson, G.C.M.G., in a speech made shortly before he left the colony, described Victoria as the best drained City east of Suez, but the best drained city in the world might suffer from bad smells and worse evils if the drains and sewers were misused, and without admitting that Hongkong, considering its densely packed population, suffers much in this respect, it is the fact that the Chinese do misuse the drains, and this is usually the cause of such complaints as from time are made. This refers to well grounded complaints, not to those made by thoughtless and ignorant speakers or irresponsible writers, who seem to think it clever, or a sign of superior knowledge, to decry the Hongkong system of sewerage and drainage.

In Hongkong a perfect system of pipe sewers has been laid, of sufficient capacity to carry sullage water from the houses, and practically all houses are now connected with these sewers by properly trapped house connections of glazed earthenware pipes. The intention was, and the hope is, that all sewage from the houses would rapidly find its way to these sewers, and by them to the outfalls in the harbour, and by the beneficent action of the tides to the open sea. No stopping beneath the houses or streets to breed

foul and poisonous gases is possible, the bulk of the 3,000,000 gallons of water used daily in the City, still in the form of liquid, should pass through these pipe sewers, and in addition 32 flushing tanks are in existence at convenient points to give a further impetus to the flow in the pipes, and drive their contents completely and rapidly into the harbour.

There are still in existence, below many of the streets and below some of the houses, the old storm drains, varying in dimensions from over six feet in height to one foot square, but with little or no fall near the harbour front, into which in former times all sewage flowed, and which in many cases were little better than elongated cess-pools. The entrance of the tides into these drains banked up the sewerage of the City to poison the soil and about the Queen's Road level.

These great masonry drains were, and are still, necessary to carry off rain water without them during heavy rainfalls the streets would be flooded and cut up into watercourses, but it was intended that on the completion of the separate system, no foul or noxious matters should enter these drains, so ill suited to carry them to the sea.

Now as to their misuse. Mr. Drury, who has been in charge of the drainage and sewerage of the City during the past year, writes:—

"I cannot report favourably on the condition of the storm drains, in which it appears to me between 1/4th and 1/2th of the city sewage still flows. These drains, already condemned for this purpose, are entirely unfit for the conveyance of any foul waters."

He then goes on to speak of the escape of gases through "storm gullies," causing the bad smells occasionally complained of, and describes how he has found it necessary to carry up ventilating shafts from these storm drains, which, if not misused, would require nothing of the sort. Describing their misuse he says—

"Having reported on the state of the storm drains generally, I will trace the manner in which sewage enters them and suggest a remedy for the same. The Chinese throw much of their sullage water into the street channels, this flows to an intercepting gully, when it should go to the sewers, but in the cases of a blockage of this gully (a most common occurrence) it overflows into the storm gully and thence into the storm drain, which it fouls."

One suggested remedy is that the maintenance of all sewers, storm drains, and gullies should be under one control, instead of as at present divided between the Public Works Department and the Sanitary Board. It is now the Scavenging Contractor's interest to allow sewage and rubbish to get into the storm drains and sewers, when the work and expense of removing it falls on the Public Works Department. Mr. Drury thinks that if this department was responsible for the effective working of the whole of the separate system with a suitable staff of overseers for supervision better results would ensue. At present he can only hope that by prosecuting the scavenging contractor for permitting his coolies to allow garbage to block the intercepting gullies and pass into the sewers and storm drains, or still worse to dump rubbish direct into the storm drains: at the end the contractor will find it cheaper to have his work done properly. In one case, lately tried in the Police Court a fine of \$50 was imposed on the Contractor.

It is clear, however, that the sewage system is not at fault, and that what occasionally leads to complaint is the improper use of the old storm drains.

Looking beyond minor details and to the general results of the great works carried out by Mr. Cooper under Mr. Chadwick's advice, Victoria is undoubtedly a well drained city, the proof of which is the low death rate from zymotic diseases and the almost total absence of diphtheria—the disease of all others clearly traceable to a bad system of sewerage.

On the 12th June Mr. G. J. W. King offered for sale by auction, for a term of 75 years, Inland Lot No. 1,543, which is located in MacDonnell Road, between Kennedy and Bowen Roads. The lot comprises 20,240 square feet and the annual rent is \$140. The upset price was \$4,050, and Mr. Denison was the purchaser for \$4,075.

NEW ROADS AT THE PEAK AND AT KOWLOON.

The Hon. R. D. Ormsby Director of Public Works, in his report for last year says:—

CHAMBERLAIN ROAD.

The Chamberlain Road, leading from the upper Tram Station at Victoria Gap to Mount Kellet Road, was completed in December, the cost being \$25,149.45. The first section of this road as far as the entrance to "Treverbyn," is 23 feet wide, the second section on to "The Homestead," 15 feet wide. Starting for some distance level, it then rises at a uniform gradient of 1 in 20 to the junction with Mount Kellet Road. Considering the extremely heavy retaining walls required in the first section and the first class nature of the masonry surfacing hand-rails, &c., it cannot be considered an extravagant work. The total length is 2,340 feet.

BARKER ROAD.

The Barker Road from Plantation Road to Magazine Gap was also completed in the year and opened for traffic, the total cost being \$26,880.00. The length of this road is 5,660 feet and the ruling gradient 1 in 40, while the steepest gradients being 1 in 20 make it available for rickshaw traffic. For some months in the summer a threatened slip near the commencement of the road caused much anxiety. The cutting passed through some very treacherous soil, probably and old landship, and being immediately below the Plantation Road and immediately above the Tram line, a slip, such as for some time seemed imminent, would probably have carried away both. The position, moreover, rendered the use of blasting powder or dynamite impossible, and the overhanging and slipping mass had to be carried away in pieces by coolie labour, the boulders being cut up by wedging. To make the road perfectly safe a heavy retaining wall, built in cement, was considered necessary, which added fully \$3,000.00 to the cost of the road. Long before completion, the road became a favourite evening walk, and already three large building sites have been sold, and the erection of one European residence is advanced.

GENERAL BLACK'S LINK.

An expenditure of less than \$1,000 was incurred in opening the footpath from Wanchai Gap via Middle Gap to Wongneichong Gap since named "General Black's Link." This path is a little over 3 miles in length and traverses the southern slopes of Mounts Cameron and Nicholson, commanding charming views of Deep Water Bay and the south coast of the Island. It opens up numerous attractive building sites, which will undoubtedly be sought after if a tramway to Magazine Gap is ever made.

HOK UN ROAD.

In British Kowloon the road from Hung Hom to Hok Un was completed and some cross roads on which the squatters evicted from the site now occupied by the Green Island Cement Works, were established in permanent wall built houses. This road was designed, constructed, and drained with a view to probable considerable extension of building for the large population connected with the Docks and the Cement Works. As stated in the half-yearly report the road should, as soon as practicable, be extended on to Kowloon City, and from there, in connection with the opening up and development of the new territory, to Sai Kung on Shelter Bay, and eventually over the Mirs Bay.

STATION STREET, KOWLOON.

On the other side of the peninsula the extension of Station Street North through Mongkok tsui and on towards the boundary fence was taken in hand and well advanced.

There were 2,032 visitors to the City Hall Museum last week, of whom 187 were Europeans. The *Government Gazette* of June 10th announces:—"His Excellency the Governor has been pleased to appoint Francis Bulmer Lyon Bowley to be Acting Crown Solicitor with effect from the 3rd instant during the absence of H. L. Dennys, or until further notice."

On the 12th June a bathing party from the Seamen's Home went out to Telegraph Bay in the *Dayspring*. The party included a seaman named Joyce who went into the water with the rest. He swam about for a while, and then he was seen to throw up his hands and disappear.

MAINTENANCE OF ROADS.

The Hon. R. D. Ormsby, Director of Public Works, in his annual report says:—

The roads and streets of the city have been kept generally in good repair. The prolonged drought towards the end of the year caused some of them to break up rather badly, but on the other hand the year had been free from heavy and destructive rainfall. An experiment was made in surfacing a portion of Queen's Road with the hard blue crystalline gneiss of which there is abundance in the colony instead of with friable white granite. There is no doubt that the life of a road laid with the first named stone would be much longer, and the streets so surfaced much cleaner in wet weather. The road so treated is wearing well, but the trial was not a fair one, as it was found impossible to roll in and consolidate the metal with stone rollers drawn by coolies, and consequently an undue quantity of disintegrated granite and sand was laid over the stone. The contractor found that the cost of breaking the blue stone was double the cost of breaking the granite, a clear proof of the superiority of the former as a road material. Both these difficulties have been overcome by the purchase of a machine stone breaker and the ordering of a ten-ton steam road roller from England. The former has been at work of Kennedy Town for a short time with very satisfactory results, many tons of the blue stone being broken at about the same cost as the softest granite. The steam road roller has arrived from England, and there is every reason to expect that in a few years the condition of the roads, when covered with a thoroughly consolidated layer of hard clean stone, blinded with grit of the same nature, will be greatly improved. A common complaint against machine stone crushers is the large quantity of fine grit formed in the process. This will be no drawback here, as the grit from this blue stone is a perfect material for concrete on foot-paths and in places where a fine but not slippery surface is required.

Lime concrete is found to be a bad material for any road exposed to heavy traffic; it quickly wears into deep holes, and a lime concrete road-way patched is by no means satisfactory. For roads such as the New Praya a heavy coating of macadam overlying a solid foundation of larger stone, thoroughly consolidated to a smooth surface by the steam roller, will last much longer and prove far easier to repair.

THE ROYAL HONGKONG GOLF CLUB.

PROFESSION PAIRS TOURNAMENT.

During the past month members have been engaged in the above competition, for which eighteen couples entered. The winners tied with their opponents in the final match after a closely contested game, but on replaying it a week later rather easily defeated them, the losers being decidedly off colour and, losing the first five holes straight away, being finally beaten by this number of holes and four to play. The winners played steady golf in both the finals, Mr. Lane being, we think, all round the steadier of the pair.

FIRST TIES.

Mr. C. Palmer and Mr. E. A. Ram (architects), Mr. V. A. C. Hawkins and Mr. J. Thurburn (bankers), Mr. G. W. May and Mr. P. de C. Morris (bankers), Mr. J. Hastings and Mr. E. J. Grist (lawyers), Dr. Atkinson and Dr. Bell (medical), Dr. Lowson and Capt. Rumsey (civil service), Lieut. Rotherham, R.W.F., and Lieut. Lloyd, R.W.F. (military), Mr. C. W. Dickson and Mr. G. T. Veitch (merchants), Mr. E. C. Lane and Mr. C. M. G. Burnie (underwriters), Mr. C. H. Grace and Mr. W. Taylor (non-descripts), Mr. G. Stewart and Mr. M. Stewart (finance), Lieut. Izat, R.A., and Lieut. Tulloch, R.A. (military), Bishop of Victoria and Rev. G. R. Vallings (church), Mr. R. H. Hill and Mr. H. W. Robertson (merchants), all byes. Mr. E. E. Deacon and Mr. J. F. Noble (bankers) receiving 6 strokes were beaten by Mr. C. A. Tomes and Mr. H. L. Dalrymple (merchants) by 5 up and 4 to play, and Lieut. Makins, R.N., and Lieut. Henderson, R.N., (navy) succumbed to Lieut. Ballard, R.N., and Lieut. MacLachlan, R.N., by 6 up and 4 to play.

SECOND TIES.

Messrs. Palmer and Ram, playing even with Messrs. Hawkins and Thurburn, after a tie, defeated their opponents in a second match by 5 up and 4 to play. Messrs. Hastings and Grist scratched to Messrs. May and Morris. Dr. Lowson and Capt. Rumsey, owing 9 strokes, defeated Drs. Atkinson and Bell by 8 up and 6 to play. Lieuts. Rotherham and Lloyd scratched to Messrs. Dickson and Veitch. Messrs. Lane and Burnie playing even won from Messrs. Grace and Taylor by 4 up and 3, to play. Messrs. Stewart and Stewart, owing 4 strokes, beat Lieuts. Izat and Tulloch by 3 up and 1 to play. Messrs. Hill and Robertson, receiving 2 strokes, defeated the representatives of the church by 7 up and 6 to play. Lieuts. Ballard and MacLachlan scratched to Messrs. Tomes and Dalrymple.

THIRD TIES.

Messrs. Palmer and Ram, receiving 5 strokes, defeated Messrs. Morris and May by 7 up and 5 to play. Dr. Lowson and Capt. Rumsey, owing 9 strokes, beat Messrs. Dickson and Veitch by 7 up and 6 to play. Messrs. Lane and Burnie, receiving 4 strokes, won against the B. others Stewart. Messrs. Hill and Robertson, receiving 2 strokes, gave way to Messrs. Tomes and Dalrymple by 2 up and 1 to play.

SEMI-FINAL.

Messrs. Palmer and Ram, receiving 5 strokes, defeated Dr. Lowson and Capt. Rumsey by 3 up and 2 to play, and Messrs. Lane and Burnie, receiving 2 strokes, won from Messrs. Tomes and Dalrymple by 6 up and 5 to play.

FINAL.

Messrs. Lane and Burnie, playing on even terms against Messrs. Palmer and Ram, after bring "dormy" 2 at the sixteenth hole, halved the match, but on playing it over again a week later won from their opponents somewhat easily by 5 up and 4 to play.

CORRESPONDENCE.

[We do not hold ourselves responsible for the opinions expressed by our correspondents.]

THE CONSTRUCTION OF CHINESE HOUSES.

TO THE EDITOR OF THE "DAILY PRESS."

SIR,—With reference to the remarks of Mr. Osborne made at the meeting of the Sanitary Board held on Thursday afternoon last, condemning in strong terms the plan we submitted for rebuilding L.L. 517 and 222, Queen's Road East and Wingfung Street, we wish to state that we disagree with him entirely, as we decidedly do not consider that the houses as proposed will be insanitary, and sufficient light and air are secured.

On the other hand, the houses that existed before and faced the lane, which Mr. Osborne regrets is done away with, were very insanitary and cannot be compared with the houses proposed to be built. However, this is a matter of opinion, and we wish to point out that the present Public Health Laws and bye-laws were not made without some thought and consideration and as architects we can only take notice of such existing laws, which we venture to say are sufficient.

We think that in houses built according to the present laws the danger of plague lies in the condition the houses are allowed to be kept and not in the planning nor in the construction. —We are, sir, &c., &c.,

LEIGH & ORANGE.

Hongkong, 9th June, 1899.

A PERFECT SYSTEM OF DRAINAGE.

TO THE EDITOR OF THE "DAILY PRESS."

SIR,—Is there anything in the atmosphere of Hongkong, or in the soil, or is it emanations of foul gases from the drains which leads to decadence in "the men who are sent from home to govern this colony?" In the Hon. Mr. Ormsby we have a man of undoubted ability in his profession, one whom we cannot but admire for the earnest but unobtrusive manner in which he carries out his work, and from all we see or hear of him, one of the last men who would be suspected of allowing himself to descend to an

indulgence in "the insolence of office." Yet, from the opening paragraph of his Report one is almost tempted to fear that he has not been able to avoid being slightly touched by that pharisaical feeling of contempt for the common herd, that is, all who are not within the sacred circle of officialdom. He speaks of the complaints "made by thoughtless and ignorant speakers or irresponsible writers, who seem to think it clever, or a sign of superior knowledge, to decry the Hongkong system of sewerage and drainage," while in the same paragraph he says, "it is a fact that the Chinese do misuse the drains." Now that is the very reason which was given by the "thoughtless and ignorant speakers and writers," including most if not all of the qualified civil engineers in the Colony, why the "perfect" separate system is not suited for this place, and will not be for some generations yet, that is, till the Chinese coolie changes his nature and becomes "as one of us." But the observation and experience gained by the thousands, or even by those with a special knowledge of the subject, who have spent half their lives amongst the Chinese goes for nothing. The standard of education, and therefore the power of induction and deduction, of the average European here is certainly much higher than that of the average citizen in England, yet we are "thoughtless and ignorant" when we dare to hint that the "perfect" theories are not applicable in practice in this place. What folly! Did not the men "sent from home" to drain and teach us get their theories from books, from Standard Authorities? It did not matter that the Standard Authorities knew nothing of and could not conceive of the habits of the Chinese, they are the Standard Authorities, and if the practice in China cannot be made to work under theories evolved in England that is the misfortune of the residents in China. They have the remedy in their own hands; they must alter the nature and habits of the Chinese at once, so as to have them ready before the new sewers on the perfect system are completed. I do not deny the "perfection" of the system in theory, but, independent of its utter inapplicability to Hongkong or any other city in China, I say that it has not been carried out to perfection. I can point to cases where in laying the new system an attempt has been made to make water run up hill, with the result that stagnant sullage water is always lying under the windows. This resulted in two deaths in next door houses, one from typhoid fever and one from diphtheria. I once in speaking to Mr. Cooper, before these deaths occurred, ventured to express the opinion that water could not be made to run up hill, with which he agreed "in theory," but his department nevertheless allowed the attempt to be made, doubtless because in some cases the only alternatives were to leave the old drains (which had never given any trouble), or to pull down the houses and relay the foundations.

The same blind adherence to theory has caused and is likely to cause every dry season a scarcity of water with all the attendant evils. The thoughtless and ignorant public warned the authorities that it would be disastrous to put water into Chinese houses; that the Chinese would waste far more than they would use; that they would be quite content with street hydrants, which are an immense convenience compared to their having to fetch the water from the streams as they had always been accustomed and were content to do, and that they would not wash their bodies or their houses one bit more because the water was close at hand. But no, the right principle is to have a constant supply laid on in every house, and, had not the Director of Public Works just come from home and therefore knew all about it, while the European residents who knew from experience that the Chinese would be quite satisfied with street hydrants and that putting the water into their houses would lead to enormous waste impossible to check were thoughtless and ignorant? It is that same mistake which is made in many other directions. We want the Chinaman to change his habits and adopt our civilization at a day's notice. The consequence is that we do not effect any change at all, while if we would recognize that it can only be done by degrees and would "hasten slowly" we should make some progress towards the desired ends.

Ever since this perfect system was inaugurated in Hongkong the house sewers have been

continually choked up and even with the most careful attention on the part of Europeans will continue to be. I am convinced that nothing has ever been done or left undone in Hongkong since it was occupied which has caused a fraction of the harm this separate system has. Mr. Chadwick did not recommend that the system should be carried out over the whole city, but Mr. Cooper got his theories from books, he followed the standard authorities, and unfortunately the evil which men do lives after them.—Yours faithfully,

W.

Hongkong, 13th June 1899.

THE JUBILEE ROAD.

TO THE EDITOR OF THE "DAILY PRESS."
Sir,—In Mr. Ormsby's report published in the *Hongkong Government Gazette* of 10th June the following words occur:—

"It was hoped that the close of 1893 would have shown good progress made with the Victoria Jubilee Road. Plans and estimates were ready in June and by December fully six miles should have been well in hand, but delays such as are apparently inseparable from all works projected in Hongkong have blocked the way in this case and the 'first sod' is as yet unturned. The Public Works Department having no end in view but the public good feel much disappointed and disheartened at this apparently unnecessary delay."

It is difficult to understand what Mr. Ormsby means by the above statement. To whom has the delay been due but the Government themselves? The resolution approving of the two memorials to celebrate the Jubilee were passed on 26th April, 1897, and the foundation stones of the Hospital and Road were laid in June of that year. The survey of the Road was not taken in hand till November, 1897. Whose fault was that? Even then it was undertaken by a military surveyor and not by the P.W.D. Had the P.W.D. been zealous the survey would have been finished before then and the winter of 1897 would have seen the Road well on its way. As a matter of fact the survey was not completed until the summer of 1898 and during the winter of 1898 no work was done at all. With the above rate of progress it is interesting to compare that at which the railway line to Canton has been surveyed during the last two or three months, and the distance is 125 miles.

With the plague again amongst us and a general craving expressed to let in more fresh air upon China Town it seems a pity that the Government do not give the poor who live out west a chance of getting some fresh air outside, if their houses do not permit of it when they are at home. There is plenty of good fresh air to be got at the south side of the island, especially at the mouth of the Sulphur Channel, during the summer.

It is difficult to attach much weight to the whispered military objection, as our late General assisted at the Jubilee proceedings and said nothing in the way of disapproval. He, further, administered the Government for some months after the departure of Sir William Robinson and made no objection of any kind to the Jubilee memorials. It is well to bear in mind that in 1891, when the sea level road was considered and only not brought to a successful issue owing to want of money, the military authorities then not only raised no objections, but approved of it; and our fleet out here is a much stronger fleet than ever it was before.

As regards the objection that folks would have to pass the plague hospital, it is only fair to suppose that we will see the plague hospital considerably altered by and by. It is good enough as an emergency hospital, but if we are to have annual epidemics the flimsy mat-sheds in use at present must give place to something more solid and substantial which people could pass by as they do any other hospital. A good typhoon may at any time remove the mat-sheds and it is to be hoped for our own reputation as a humane people that the sheds are not full of suffering Chinese.

The Jubilee Road as proposed is in a certain measure a hygienic artery for this very crowded town and as such alone is worthy of consideration.

The subscribers to the Jubilee Fund have reason to regret the apathy with which the Jubilee memorials have been treated. If the money is not going to be spent in accordance with the agreement arrived at they will no doubt claim the right to reconsider their position and decide themselves as to the way in which their money is to be expended.

I venture to trouble you on this point as I was in some degree responsible for the idea of the Road as a Jubilee memorial.—I am, yours faithfully,

G. STEWART.

Hongkong, 12th June, 1899.

TO THE EDITOR OF THE "DAILY PRESS."

SIR,—I do not think that many readers will experience the difficulty Mr. G. Stewart has experienced in understanding the remarks in my annual report regarding the Jubilee Road.

2.—Before rushing into print Mr. Stewart would have done well to have first made sure of his facts, when he would have avoided several strange errors into which he has fallen.

3.—As I only arrived in Hongkong in October, 1897, I will refrain from referring to anything which took place previous to that date. The survey of the Jubilee Road was started by me within a month of my arrival. It was carried out by an officer of the Public Works Department, now one of my Assistant Engineers, who had, it is true, served in the Royal Engineers, but whose connection with the military ceased from the day he joined the Public Works Department.

4.—The length of the surveyed trace is 19 miles, and to complete such a trace single-handed, with all the plans, sections, cross-sections, and working drawings, in six months, or at the rate of three miles a month, was, I have no hesitation in saying, an extremely smart piece of work; my experience in such matters I consider making me a better judge on such a subject than Mr. Stewart. Mr. Stewart's invidious comparison of this survey with that of the Canton Railway survey is most unfair. The whole work of the former was done with the theodolite and Dumpy level, the distance accurately chained, and, as stated above, complete working plans prepared. I think I am correct in stating that 109 miles of the latter was a mere preliminary survey and reconnaissance to select the best route for the finished survey.

5.—Mr. Stewart should be aware, if he is not, that General Black most strongly opposed the construction of this road round Mount Davis and made no secret of it. It is understood that the Military Authorities now are of the same opinion.

6.—Is it possible that Mr. Stewart is ignorant that the large permanent building so prominent at Kennedytown is the Plague Hospital and that the temporary mat-sheds are the property of the Tung Wah Hospital for the use of Chinese patients who prefer native treatment and but very seldom used?

I maintain that to construct a road close below the Permanent Plague Hospital and the overcrowded plague cemetery and along Mount Davis to another crowded plague cemetery at Sandy Bay would be a grave mistake and enough to damn the road to all seekers of fresh air and enjoyment.

7.—I am more than willing that Mr. G. Stewart should have the full credit of having evolved the idea of a level bicycle road round the Island as a fitting memorial of Her Majesty's Jubilee, and hope sanction may be obtained to carving his name on the memorial stone planted at the base of the cliffs below the plague cemetery.—I have the honour to be, sir, your obedient servant,

R. D. ORMSBY.

Director of Public Works.

Public Works Office,
Hongkong, 14th June, 1899.

TO THE EDITOR OF THE "DAILY PRESS."

SIR,—As a subscriber to the proposed Memorials in this Colony of the Queen's Diamond Jubilee I am in entire sympathy with Mr. Gershom Stewart in desiring that the Memorials should take form. Seeing, however, that the cost of the section of the proposed road round the base of Mount Davis is to prove so excessive that it would virtually use up the funds I

cannot see what objection any subscriber can have to the other end of the road being commenced first. If the War Office say the road cannot be made round Mount Davis there is an end of it. Personally I do not yearn for a road at all. I would rather see the money employed in building that much needed institution a new Post Office, or I would like some of it used for removing the Clock Tower from its present site to the head of the Pedder's Wharf, and a fine lofty granite tower erected, and a set of chimneys put in it with the clock. That would be at once useful and ornamental, and the existing obstruction to traffic would be swept away.

But as, I imagine, the majority of the subscribers want a road, why, let it be made and made at once, so that some enjoyment may be got out of it by those whose present craze is "biking." The extension of the road from Shaanwan could be proceeded with at once, and no more time ought to be lost. The Hospital ought also to be built without further delay. The money is there; why delay further? I protest, however, most emphatically against the money being employed in cutting a road which few would use right through the Chinese cemeteries. Rather than that I would prefer to see it used in developing the Hinterland, though I hold strongly the opinion that a Loan should be raised for that purpose.—Yours, &c.,

ROADSTER.

Hongkong, 15th June, 1899.

THE NEW FRONTIER AND KOWLOON CUSTOMS STATIONS.

TO THE EDITOR OF THE "DAILY PRESS."

SIR,—There is so much absurd secrecy as to the future frontiers of this colony, and the results of the hole-in-the-corner fashion in which the taking over of the new territory was arranged (resulting in the farcical tragedy of the past few months) were such proof of the want of grasp of the situation on the part of those responsible for the settlement of this important question, that I venture to throw a little light on what seems to be another bungle and a throwing away of a most favourable opportunity to settle the question once and for ever on a reasonable basis. If the natural and simple solution is followed of declaring that the whole of the Sunon District is now to become British territory it will sweep aside every possibility of questions of blockade by Customs cruisers, of this port, arising, and also tend more than anything else to obviate Chinese official interference with our new Chinese subjects. I have it on good authority that the Kowloon Customs (by the way, is Kowloon still Chinese territory?) are about to locate their two principal stations at Chekwai, on the peninsula forming Deep Bay, and at Tooniang, an island commanding Mins Bay. Foreseeing that, should the local British authorities come to their senses, they may be called upon to remove from points controlling the British waters of Deep Bay and Mins Bay, these stations are at present to be of a temporary nature, but should the British lion prove to have returned to its normal drowsy mood these two points of vantage will be converted into permanent depôts for the re-throttling of the trade of the colony and the coercing of the Hongkong Chinese.

There likewise seems, according to present prospects, a strong probability of about half the shores of these two bays being left as Chinese territory, in which case we would, when quieter times favour it, have Chinese gunboats and cruisers, on the plea of visiting some of the villages there, on business, constantly dropping in to anchor and utilizing the facilities thereby offered to carry on intrigues inimical to British rule.

The Sunon District is divided from the Tung-koon District and the Waichow District by a distinct range of high hills or mountains, the line dividing the two water sheds, north and south, being easily seen on the map, and this is the natural boundary. If this boundary is adopted the peninsula dividing Mins Bay from Bias Bay falls in British territory and the whole of the shores of both Deep Bay and Mins Bay likewise become British, thus obviating the danger above referred to of intrigues on the part of Chinese officials. Further, the valley in which Sunon city, the

official residence of the Sunon Magistrate, stands becomes British, as do Taicham Bay and the islands therein.

Chakwan is well within the Sunon District and the island of Tooniang is likewise a portion of Sunon. Therefore the sooner our local celebrities wake up and rub the dust out of their eyes and declare emphatically that the whole of the Sunon District, if nothing more, is to be British and the hills dividing it from the two adjoining districts of Tangkoon and Waiehwa are to form the frontier the better. All islands belonging to the Sunon District would of course also become British, not that they are of much value in themselves, but to prevent them becoming the bases from which Chinese officials, thieves, gambling-house keepers, and other bad characters ply their nefarious trade. From a military and police point of view this frontier would also be the best one to adopt. A few guard houses in the passes would be sufficient to prevent bad characters from the North passing into Sunon and I will guarantee that there will be no attack in force if the Chinese Government are given clearly to understand that such an attack would entail the occupation of the Bogue Forts by the British.

I have it on the authority of a well-to-do and highly intelligent Chinaman, from an adjoining district, that so long as Sunon city remains Chinese there will be nothing but trouble in store for the British administrators of the New Territory.

OLD CHINA HAND.

Hongkong, 15th June, 1899.

THE SHAUKIWAN ROAD.

TO THE EDITOR OF THE "DAILY PRESS."

SIR,—Your columns have for the past few days been so full of accounts of new roads, extensions of old roads, the success of the new road metal and the new steam road-roller, that I beg a little space to call attention to the disgraceful state of the most popular road in the colony on the low level. Between Bay View and the Metropole the road after rain is converted into a ricksha trap, for if any ricksha gets a little past either of these two popular resorts on the section in question it takes half an hour's desperate struggle to do the next quarter mile. A friend of mine told me to-day that during the wet weather he engaged the champion ricksha man on the road and when he arrived at this point he came to almost a dead stop and numbers of foot travellers passed him. The misfortune of this section of road is not too little repairs, but too much, for repairs on this road seem to mean the digging of clay from the nearest spot available and the piling of it on the road. Now what we want is road metal, not clay, and if we cannot get the new road metal we will be very content with some of the granite metal which lies in heaps all along this road but is always shipped off to more favoured regions and clay made to do duty for it here. It is not a case of taking coals to Newcastle, but a case of no coals to be had in Newcastle for local consumption.

ROAD-METAL.

Hongkong, 15th June, 1899.

AFFAIRS IN THE PHILIPPINES.

We take the following items from the *Manila Times*:—

NEWS FROM JOLO.

5th June.

Cornelius Lucaraja, captain of the American steamer *Romulus*, which arrived in this port last Saturday from Jolo (otherwise called Sooloo), reports everything quiet there, with no signs of insurrection. The United States steamer *Helena* is lying at the harbour of Jolo and the people are perfectly willing to accept American rule. Jolo is one of the most southerly islands of the group, lying in about the same latitude as the southern portion of Mindanao. The island is rich in agriculture, being a great coffee producing district, besides cocoa, tobacco, and cattle.

AMERICAN ADVANCE IN LAGUNA DISTRICT.

A highly successful move, and one which will no doubt tend to further demoralize the rebels, was made in the Laguna district yesterday. The outcome of the expedition was the taking of the towns of Taytay and Antipolo and the

absolute cornering of the enemy at Morong, from where it will be impossible for them to escape without complete annihilation. Gunboats are patrolling in front of Morong to prevent the insurgents escaping by the lake, and with two brigades closing in on them the enemy has been very neatly driven into a secure and deadly trap.

On Saturday afternoon, Colonel Trueman, under General Lawton, advanced from Pasig in the direction of Tayay. The command composed battalions of the Washingtons, Oregons, the 12th Infantry, and Scott's battery of the 6th Artillery. The enemy put up a sharp fight at Tayay and defended the town with commendable pluck and stubbornness. At ten o'clock yesterday morning the town fell with heavy loss to the insurgents in killed and wounded, and several casualties on the American side.

After Tayay had been taken the advance was continued to Antipolo. Within half a mile of Antipolo, General Hall's brigade was met coming in the direction of Tayay. The General started from Mariguina and took Antipolo on Sunday morning. General Hall's brigade was composed of three companies of the Colorados, some mounted and some unmounted cavalry, and some the 19th Infantry.

Forty prisoners, with arms and ammunition, were taken altogether.

General Lawton is highly pleased with the result of the expedition, everything as planned for the trapping of the insurgents being carried out with great success. Morong will probably be taken to-day.

Following is the casualty list for Sunday's engagements:—Wounded.—Henry Wagner, Company B, 2nd Oregon (stomach); Charles Hickman, Company A, Colorados; Robert B. Miles, Company G, 4th Cavalry; A. J. Salisbury, Company H, Oregon (shoulder); Nelson Daley, Troop G, 4th Cavalry (since died); Private Doolittle, Company C, 2nd Oregon.—Killed.—Commissary Sergeant Benjamin Gregg, Troop I, 4th Cavalry; Quartermaster Sergeant Lowell, Troop C, 4th Cavalry; William McEllwain, Company H, 2nd Oregon; Private Goldsmith, Company G, 12th Infantry; Private Warner, Company G, 12th Infantry.

AGUINALDO HAS HIS OFFICERS SHOT.

6th June.

"El Progreso" states that by order of the Revolutionary Government, Captain Manuel Rodriguez of the engineer corps has been shot. From the same source we gather that General Luna is at present at Bayamban in the province of Pangasinan. Senor Orestes Maracida, a well-known figure in Manila, has been appointed his A.D.O.

A court-martial held on the 25th of May in the center of Luzon composed of the revolutionary General Alejandrino and Colonels Leyba and Roman, has degraded Col. Arguelles and sentenced him to twelve years imprisonment, presumably for associating with Americans in Manila.

THE MORONG EXPEDITION.

7th June.

The American troops operating on the north of the Laguna de Bay have occupied Morong unopposed. A big fight was expected, but the rebels are determined to die rather than fight. The race of patriots, so far from being extinct, is a very fast race and the patriots are still running.

HOW THE REBELS GET ARMS.

8th June.

A few days ago, between the hour of 1 and 2 p.m. an officer on the Hospital Ship *Relief*, while gazing towards the walled city through a powerful field glass, saw between the city and the *Monadnock* a native barge near the shore. The glass brought the object nearer and clearer. Scarcely had the officer taken description and discerned the nationality of the boat than two American patrol boats were seen coming towards the stranger, who proved to be no less than native insurgents trying to run a boat load of food and ammunition down to Paranaque. It is needless to say they were captured and made prisoners of war.

Many people are putting the question after witnessing things of this description. "How do the insurgents obtain outside assistance?"

An officer of the *Relief* was heard to remark that if the Insurgents can succeed to this extent in landing supplies in broad daylight in

Manila Bay with such ships as the *Monadnock* and *Oregon* in sight, what could they not do at night on the extensive and unprotected seaboard of the islands.

THE SPANISH TROOPS AT BALER.

In connection with the brave Spanish troops who are still holding out at Balser against overwhelming odds, the following new facts have been elicited.

The *Uranus* arrived at Balser on the 29th of May. Having obtained permission from the Filipinos to land, Snr. Aguilar and his party immediately proceeded on their way. They encountered no obstacles, but as darkness was setting in and they were afraid they would be fired upon, they passed the night in the forest. At daylight they commenced their march through the forest and at one o'clock in the afternoon they arrived at the convent.

Snr. Aguilar requested the sentinel to announce his arrival to the officer in command. In reply he was informed that the officer was enjoying his "siesta," and that he had orders not to wake him up. If Snr. Aguilar would return at about 3 o'clock he might probably speak to the Commandant. Although it was evident, by the flag of truce that they carried, that the party came on a peaceful errand, and that they were Spaniards, they were not allowed to remain in the convent, and had to wait in the forest until the commanding officer should finish his "siesta."

At three o'clock Lieutenant Martinez appeared. Snr. Aguilar handed him the despatch from General Rios ordering him to place himself at the orders of Snr. Aguilar. Although he acknowledged the authenticity of the despatch Lieutenant Martinez said he would obey the order only if it were given to him personally by General Rios. Periodicals from Manila were next shown to him in order to make it clear to him that it was impossible for him to maintain his position for any length of time. Lieutenant Martinez replied that he was not convinced. He had not seen the *Uranus*, neither did he hear her whistle. He was suspicious that these overtures might all be a Filipino "fake" to delude him into surrender.

Snr. Aguilar asked him then to indicate a point where the ship could proceed to and added that she would fire two guns in order to convince him that all on board were free, and that it was not a ruse of the Filipinos. They had authorised Lieut. Martinez and his troops to depart with all the honours of war.

So far negotiations were proceeding satisfactorily, but when Lieut. Martinez learned that he and his troops were wanted to leave the convent and embark on the *Uranus*, he flatly refused to do so, and repeated that he would not believe nor obey the order unless it was given him personally by General Rios. He had enough provisions to last until the 15th of August, and before they were exhausted he would force his way at the point of the bayonet, if no other course were open to him.

Nothing could make him desist from the attitude that he had taken up and Senor Aguilar was reluctantly obliged to return to Manila without having fulfilled his mission.

Captain Las Morenas Lieutenant Alonso and the parish priest have died. There remain in the convent 33 soldiers and two Franciscan monks who were at Casiguran. The monks were employed by the Filipinos in order to parley with the Spanish troops, who, however, detained them at the convent.

General Black's name having been mentioned in connection with the Kennedytown-Aberdeen section of the proposed road round the island it may be useful to reproduce what the General said on the subject. In his letter to the Jubilee Committee suggesting the construction of a road from Wanchai Gap to Wongneichong Gap, a memorial of the Diamond Jubilee he wrote:—"Although it would be out of place to criticise the scheme for the construction of a road round the island, the utility of which I readily concede, I take exception to the statements made as to its defensive value, because our troops would move on the inner line, not on its circumference." This is the only expression of opinion on the subject to which the General gave public utterance.

RAILWAY DEVELOPMENT IN SHANTUNG.

The *Ostasiatische Lloyd* furnishes particulars of a German railway which is to be constructed from Tapadurh, near Kiachow, to Weihsien and thence to join the Tientsin-Chinkiang main line. A line is also to be built from Tapadurh to Tsintao. Both lines will take two years in construction. They have been secured by a German syndicate, which has received the concession for the undertaking from the German Government.

The Weihsien branch will tap the rich coal district, which is expected to be the mineral main-stay of the German sphere of interest in Shantung. Another line is to be constructed from Kiachow (Tapadurh) to Ichow, and thence to the Tientsin-Chinkiang main line. Work on the Weihsien line commenced on Friday, 2nd June.—*Mercury*.

THE BRITISH FLEET

The summer programme of the British Fleet is published. Some 13 ships are now assembling at Weihaiwei. The *Daphne* goes north for the Behring Sea patrol this year. The *Grafton*, at Manila, will be relieved by the *Orlando*, and returns to Hongkong to dock and meet her relief the *Endymion*. The main body of the fleet leave Weihaiwei on June 20th, arrive at Port Hamilton on the 22nd and leave on the 24th; arrive at Douglas Inlet on the 25th and leave the 27th; arrive at Port Lazareff on the 29th, leave on July 3rd; reach Korniloff on July 5th and leave on the 12th; reach Oteranai on the 15th and start again on the 19th; arrive at Baracouta Harbour on the 21st and leave on the 27th, reaching Hakodate on the 30th. The ships stay at Hakodate till August 10th, and while there the usual fleet regatta will be held. Leaving on the 10th they reach Endermo on the 11th and start again on the 14th; reach Akishi on the 16th and leave on the 19th; arrive at Yamada on the 21st and start again on the 24th; reach Sendai Bay on the 25th and leave on the 28th, arriving in Yokoham on August 30th.

CHINESE RESISTANCE TO FOREIGN AGGRESSION.

The Nanking native correspondent of the *N. C. Daily News*, writes on the 6th instant that, on the day previous, Viceroy Liu received the following special secret edict from the Empress Dowager:—"In the event of the landing of armed forces of European Powers within the jurisdiction of the Imperial Commissionership of the Nanyang, you are hereby granted perfect liberty to employ armed resistance thereto. There will be no necessity of waiting for further instructions from the Throne, as in critical times it is not unusual that telegraphic communication may be stopped between the Capital and other points in the Empire. You will be held responsible should there be any failure in obeying these instructions, and it shall be your duty to notify our commands to the various Viceroys, Governors, and Provincial Commanders-in-Chief of the maritime and riverine provinces comprised in your jurisdiction, and to see to it that effective opposition be given to the foreign aggressors. Liberty is also given to you to keep back taxes destined for the Imperial exchequer in the event of lack of funds to prosecute the war. Obey this in fear and trembling!" It will be remembered that the jurisdiction of the Imperial Commissioner of the Nanyang extends over all the Yangtze and maritime provinces as regards foreign affairs and military and naval matters.

A telegram from Raub dated 5th June states: "The rough cleaning-up of the battery yielded 2,500 ounces amalgam, the estimated quantity of stone crushed being 1,100 tons." At 37 per cent. gold in the amalgam this would give an instalment of 925 ounces of gold, with say 150 or 200 ounces more yet to be got off the battery.

DISASTROUS FIRE AT SHANGHAI.

Shanghai, 12th June.

A most disastrous fire, the magnitude of which at the time of going to press it is impossible to estimate, broke out last night at ten minutes to seven on the Foochow Road. The outbreak occurred at No. 60, the basement of which was let to a bookseller whilst the upper stories were utilised by a tea house proprietor. How the conflagration originated is not yet determined, but aided by a strong southerly breeze the flames spread with alarming rapidity, engulfing the immediately adjoining property and in an incredibly short space of time spreading to the buildings on the opposite side of the narrow road, and worked north and south of the Shantung Road destroying a dozen houses on the same. The alarm unfortunately was tardily given, but the brigades were not slow in putting in an appearance. It was at once seen that no mean task had to be performed, and with a preliminary paucity of water supply the fire gained a strong hold. The utmost endeavours were used to prevent the flames from spreading, but all proved unavailing, and one by one the flimsy and dangerous fabrics designated dwellings in this congested quarter collapsed, until at nine o'clock the police estimated that at least fifty houses were doomed. The heat was terrific and it was a matter of daring to approach even within measurable distance of the burning pile. The inflammable structures tumbled like matchwood, until the portion of the Foochow Road where the fire occurred and the thoroughfares intersecting were strewn with charred and blazing timbers, rendering the efforts of police and firemen difficult and hazardous in the extreme. At 9.25 a noticeable check on the progress of the flames had been obtained, but still the affair was one of the gravest aspect. The greatest excitement prevailed amongst the Chinese in the immediate vicinity who, chary to the last, were visibly mindful of the safety of their belongings. Captain Superintendent Pattison, Capt. Mackenzie, Chief Inspector Howard and the whole of the available police officers were in attendance, and complete order was maintained notwithstanding the seriousness of the outbreak. At ten o'clock the firemen had the conflagration practically extinguished and only the burning debris to cope with.—*N. C. Daily News*.

THE YUNNAN RAILWAY SURVEY COMMISSION.

It appears that the party under Captain Pottinger, who has just arrived in Shanghai, has had a good deal of trouble with the natives during the surveying in Yunnan. A lot of opposition was encountered on the borders of Kweichow and Szechuan, and when not far from the city of Pitsieh in Kweichow this opposition came to a deplorable head. Lieut. Hunter was surveying in one direction, at some distance from Captain Pottinger. A part of the escort of 50 soldiers was with him. The rest, including the mandarin in charge, was with the leader of the party. There a number of men gathered together, led on by some influential persons, and refused to allow Hunter to proceed. They practically surrounded him and kept him and his party prisoners. The men who opposed the march were armed, and affairs looked serious. Hunter sent a message to the mandarin in charge of the escort, asking him to return and explain matters to the natives. With true celestial "sagecity" and stupidity the mandarin sent back his card, but did not move a step to solve the difficulty. The next day Hunter resolved on rushing the crowd, and he and his men did so. They were attacked and fired on when doing so. The fire was returned, and one of the rioters was shot dead. The Chinese escort also captured two of the leaders, one of them being a wealthy man of the district. Thereupon the crowd dispersed, and in due time the expedition was reunited. Strong pressure was brought to bear on the leader of the escort to try the captured rioters. He refused to interfere, and then the two Englishmen tried him themselves in fair Anglo-Saxon style, and finding the chief guilty they imposed a fine of Tls. 4,000. One thousand of this was duly paid and bonds were forthcoming for the remainder.

Some days after, when nearing the city of Weining, also in Kweichow, daily annoyance was experienced from crowds who lined the hills and rolled stones on the surveyors beneath. They would disappear as soon as pursued, only to appear again in similar places. At last the throwing of stones was succeeded by the firing of guns. Captain Pottinger refused at first to believe the guns were loaded, but evidence was soon forthcoming, and one gun was captured, loaded strongly with rough and nasty slugs. The Chinese escort was then ordered to fire on the crowd, and they did so, but no damage was inflicted. On this the hillmen made a wild charge down the slopes, intent on murder. The Englishmen then joined in the firing and three of the natives were killed and several wounded. This decided the matter and a wild flight was the result.

After that no further resistance was offered to the party. The men of the district through which they passed are notoriously rowdy.—*N. C. Daily News*.

THE BURMO-CHINA RAILWAY.

Rangoon, 29th May.

The survey operations of the officers lent to the Yunnan Company were completed on May 3rd when Captain Pottinger and Lieutenant Hunter and their party, who had come from the Yangtze, met at Weining on the Kweichow-Yunnan frontier. Captain Davies and Lieutenant Watts-Jones who had set out from Burma. The officers have since separated. Captain Davies returns home via Tonkin, and on May 26 passed through Yungnanfu; Lieut. Watts-Jones, travels to Suchow and thence down the Yangtze, Lieutenant Hunter marches to Chungking and thence by boat to Shanghai, while Captain Pottinger, who remained at Weining till Saturday, also journeys homewards via Chungking and Shanghai. Mr. Turner and Mr. Scott, two of the three commercial experts who have been in Yunnan on behalf of the Company, arrived at Talang on the Burma frontier on Saturday, while Mr. Ker remains in Yunnan for a time.

The survey operations have been crowned with success, the parties having discovered and mapped out a feasible railway route from Kudlon Ferry, the proposed terminus of the Mandalay-Salween Railway, to the Yangtze valley. As at present proposed the line would reach the Yangtze at Luchon, about a hundred miles higher up the river than Chungking, and near the junction with the Yangtze of the Yungning river, the latter one of the principal trade routes of Szechuan along which the salt of Szechuan is sent to Kweichow, and the native cottons of Szechuan to Kweichow and Yunnan. The length of the line would be about one thousand miles. Plans and rough estimates are now on their way home, but these are, of course, confidential. The one point made clear by the surveys is that a railway from Burma to the heart of Szechuan, perhaps the most densely populated province in China, is not only not impracticable, but its construction would present no very extraordinary difficulties. Whether such a line would give an adequate return, commercially and politically, on the ten or twelve millions sterling needed for its construction, is a question which capitalists and statesmen must answer. Whether it is necessary or advisable for us to push into the heart of China is a question for the Foreign Office to settle; the question for business men is whether a line at least sixteen hundred miles from its outlet at Rangoon can possibly compete with the great waterway that flows through the heart of Szechuan. We have little doubt that when the fact that such a line is feasible is understood at home, great pressure will be brought to bear on Government from all the manufacturing centres to have the line constructed. A very few years ago, most of us would have scoffed at the idea of a Burma-Yangtze railway coming in our time within the region of practical politics. But affairs have recently developed at lightning speed in the Far East and these latest surveys which would have attracted small attention five years ago, will now be eagerly discussed in every quarter of the globe.—*Rangoon Gazette*.

CAN CHINA PAY FOR IRONCLADS.

A Shanghai contemporary says:—

"It is reported from Peking that Minister Lu at Berlin has been instructed by the Tsung-li Yamen to contract with the Vulcan works at Stettin, Germany, for the construction of two armour clads, of about 8,000 tons, and six protected fast cruisers of 3,500 tons, to be completed within 30 months, for something like ten million taels. An order for fifty quickfiring field guns will also be placed in Germany."

According to another of our Northern contemporaries, "The report that China has ordered ironclads and armoured cruisers from Germany is incorrect. The Minister was only instructed to enquire whether such commodities could be bought on credit."

If it be true, as has been stated, that China was unable to pay for the *Hai-Chi*, built to her order by Messrs. Armstrong & Co., we should think it probable that she will find in future that "such commodities" cannot be bought on credit.

A JAPANESE SEARCH FOR THE NORTH POLE.

Have you heard anything of the following incredible rumour? It was told to me in all seriousness the other day in Tokyo, by an influential personage in whose veracity and trustworthiness I place implicit confidence; and difficult though it is to believe, I see no reason to reject it so utterly and immediately as at first glance its sensational character might seem to warrant. It is nothing less than that a movement is on foot to send a Japanese expedition to the North Pole. According to my informant a number of young men belonging to some of the leading scientific and political associations in the capital, have recently been debating the cause of England's maritime greatness.

The conclusion they arrived at was that it is primarily due to the enterprise of her navigators in the field of exploration and discovery, since the days of Drake and Frobisher downwards. They contend that if Japan ever wishes to rival the great western mistress of the seas she must cultivate the same adventurous spirit, and as the only portions of the globe remaining to be exploited are practically the North and South poles, they say very logically, that Japan cannot do better than take over the uncompleted labours of Nansen, Andree, and all the other Arctic explorers who have tried and failed to penetrate the mysterious solitudes of the extreme north. These young men are said to be conducting their agitation very vigorously but quietly, and I am told that the idea has been warmly adopted by certain statesmen in very high places.—LOOKER-ON in *Japan Gazette*.

TEXT OF THE ANGLO-RUSSIAN AGREEMENT.

The following is the text of the Identical Notes exchanged between the United Kingdom and Russia with regard to their respective railway interests in China. The Notes are issued as a Parliamentary Paper (Treaty Series), a copy of which has been laid on the table of the House of Commons.

SIR C. SCOTT TO COUNT MOURAVIEFF.

The undersigned British Ambassador duly authorised to that effect has the honour to make the following declaration to his Excellency Count Mouravieff, Russian Minister for Foreign Affairs: Great Britain and Russia, animated, by a sincere desire to avoid in China all cause of conflict on questions where their interests meet, and taking into consideration the economic and geographical gravitation of certain parts of that Empire, have agreed as follows:—

1.—Great Britain engages not to seek for her own account, or on behalf of British subjects, or of others, any railway concession to the North of the Great Wall of China, and not to obstruct, directly or indirectly, applications for railway concerns in that region supported by the Russian Government.

2.—Russia on her part engages not to seek for her own account, or on behalf of Russian subjects, or of others, any railway concession on the basin of the Yangtze, and not to obstruct, directly or indirectly, applications for

railway concessions in that region supported by the British Government.

The two contracting parties, having nowise in view to infringe in any way the sovereign rights of China on existing treaties, will not fail to communicate to the Chinese Government the present arrangement, which by averting all cause of complications between them is of a nature to consolidate peace in the Far East, and to serve the primordial interests of China herself.

(Signed) CHARLES S. SCOTT.

St. Petersburg, April 28, 1899.

The Russian Note to Sir Charles Scott, signed by Count Mouravieff, "duly authorised to that effect," is identical in terms with that of the British Note, the only difference being that paragraphs 1 and 2 are therein simply transposed.

The second Identical Note, subscribed to by both the British Ambassador at St. Petersburg and Count Mouravieff, the Russian Minister, in an addendum to the other, and is in the following terms:—

In order to complete the Notes exchanged this day respecting the partition of spheres for concessions for the construction and working of railways in China, it has been agreed to record in the present additional Note the agreement arrived at with regard to the line Shant, haikuan-Newchwang, for the construction of which a loan has been already contracted by the Chinese Government with the Shanghai-Hongkong Bank, acting on behalf of the British and Chinese Corporation.

The general arrangement established by the above-mentioned Notes is not to infringe in any way the rights acquired under the said Loan Contract, and the Chinese Government is at liberty to appoint both an English engineer and a European accountant to supervise the construction of the line in question and the expenditure of the money appropriated to it. But it is remains well understood that this fact cannot be taken as constituting a right of property or foreign control, and that the line in question is to remain a Chinese line, subject to the control of the Chinese Government, and cannot be mortgaged or alienated to a non-Chinese company.

As regards the branch line from Siaosichau to Sinminting in addition to the aforesaid restrictions it has been agreed that it is to be constructed by China herself, who may permit European, not necessarily British, engineers to periodically inspect and to verify and certify that the works are being properly executed.

The present special agreement is naturally not to interfere in any way with the right of the Russian Government to support, if it thinks fit, applications of Russian subjects or establishments for concessions for railways which, starting from the main Manchurian line in a south-westerly direction, would traverse the region in which the Chinese line, terminating at Sinminting and Newchwang, is to be constructed.

ALLIANCE BETWEEN JAPAN AND CHINA.

RETURN OF THE PEIYANG FLEET.

We (*N. C. Daily News*) translate the following from the *Universal Gazette*:—"The Japanese Government has been recently in close negotiations with the Chinese concerning the return of the remnants of the Peiyang fleet which survived the Battle of Yalu and the Siege of Weihaiwei in 1894-95. The transaction is termed "a gift of Japan to China" and the vessels to be returned will be the armour-clads *Chenyuen* and *Pingyuen*, the protected cruisers *Tsiyuen* and *Kuangping*, and the Armstrong "mosquito" gunboats *Chenpien*, *Chenchung*, *Chennan*, *Chenhai*, and *Chenpei*, or a total of ten vessels." With regard to the above statement of our native contemporary we may add that it is confidently asserted among Chinese officials here that there is to be a *quid pro quo* in the matter, and that if the deal takes place, there will be some important changes in Fokien province. A high Chinese official now in Shanghai on business, from the North, further states that the return of the old Peiyang Fleet to China will mark the era of an offensive and defensive alliance between Japan and China and that, as an outcome, the Chinese armies and fleets will

have a large proportion of Japanese officers and instructors to drill them. From indications it would seem that Chinese officialdom here talk freely and confidently as if the affair were an accomplished fact already.

FOREIGNERS AND THE OWNERSHIP OF MOVEABLE PROPERTY IN JAPAN.

We take the following from the report for 1898 of the Hiogo and Osaka Chamber of Commerce:—

Twice during the year was local credit badly shaken—first by extensive fraud in connection with the Hiogo Soko Kaisha, and latterly by similar means on the part of Messrs. Flood & Co. The latter case resulted in several Japanese Matting Merchants attempting to obtain possession of a large quantity of matting stored beyond the limits of the mixed residence, but against which the Chartered Bank contended that they had possession under hypothecation. The question was raised as to whether or not foreigners could legally own moveable property beyond the limits of the mixed residence. At the close of the year the case, which was commenced in October, was still *sub judice*, most of the time having been occupied in skirmishing between the rival lawyers. Delays are always vexatious, but few merchants even with a good case would care to have a large deposit locked up indefinitely, and yet this is practically what fighting a case means, for when an A. I. Corporation like the Chartered Bank is ordered by the Court to pay in heavy deposits it is not likely that the Court will accept the guarantee of a merchant countersigned by one of the Banks.

THE SUGAR TRADE AT KOBE.

The Hiogo and Osaka Chamber of Commerce report for 1898 contains the following reference to sugar:—

The import of Sugar of all kinds in 1898 shows an excess over 1897 of yen 2,006,816. The increase is thus summarized:—

	Piculs.	Value.
Brown 1898.....	299,817	yen 1,596,119
" 1897.....	194,516	927,207
White 1898.....	929,750	7,066,556
" 1897.....	745,638	5,700,601

The difference between the above figures for Brown and White, and the total increase, is accounted for by a decrease of yen 28,051 in what is classed as "Others" in the import of 1898.

Brown.—The increase in the importation of this quality is due to the establishment of a Refinery at Osaka known as the "Nippon Seito Kaisha," which practically took all the import—only a small portion going into consumption in its raw state. The factory commenced refining in April—May, and its product was put on the market in July. The output was mostly sold by tender weekly, and is said to have amounted to about 30 tons *per diem*. From July up to the end of the year about 90,000 piculs are reported as having been sold at figures rather lower than the rates obtaining for Hongkong refined during the same period. Although the output of this establishment can only meet a small portion of the demand for refined, still it must have some effect on the importation of the Hongkong article.

Hongkong Refined.—The increase in the sales noted in 1897 was not maintained in 1898, which shows a decrease of about 100,000 piculs. It necessarily follows that heavy stocks must have been carried over in order to account for the increase in the import. Prices at the commencement of the year were rather low, but gradually advanced during the Spring and Summer months, and continued unaltered until the end of the year.

German Beet.—The imports were considerably in excess of those for 1897.

Prices for Granulated fluctuated between yen 7.80 and yen 8.75 per picul, high rates of freight again accounting to a great extent for the improvement of value on this side during a portion of the period under review.

Towards the close of the year, as was to be expected in view of the enhanced Customs Tariff coming into force on the 1st January, 1899, rather heavy shipments arrived, leaving stocks to be carried forward ample for several month's requirements.

PIRATES WORSTED AT NINGPO.

The case of piracy, reported a week ago has had its sequel in a desperate fight between the pirates and a number of soldiers. Through following the member of the band who had received the ransom money for the persons held by the pirates, they were tracked. For about four hours a stubborn fight raged, during which the soldiers lost one man and had two badly wounded. Finally, the ammunition of the robbers gave out and when the final onslaught was made five of the band jumped overboard and were drowned, whilst six were summarily beheaded, and two retained as prisoners. Thus a desperate crew have met their deserts. The captives along with their ransom money, were found on board.—*N. C. Daily News* correspondent.

CANTON NOTES.

[FROM THE "CHUNG NGOI SAN PO."]

Since the 3rd inst. heavy rain has been experienced daily in Canton and all the neighbouring districts. The West and East rivers are very high and in some places they have overflowed their banks. Many places on the West River have been inundated. Wuchow and Kweilin have been flooded to a depth of ten feet. A number of small craft have been wrecked, resulting in over twenty persons being drowned. Many streets in Fatsan have been inundated and the people have to build bridges to cross from street to street. It is feared that if the rain continues to fall so heavily, it will do great damage to the rice crops.

Curious to say, fish have become infected with plague. At Loongkong, in Suutak district, where plague has broken out and a good number of people have succumbed, there are many ponds where fish are kept. Since plague has paid its visit to the place, several tens of catties of fish kept in the ponds have died every day. The gentry ordered all the dead fish to be buried and prohibited their sale.

Marshal Sun, who arrived at Canton some days ago from Kwangsi, sailed for Shanghai by the gunboat *houpo*. Before his departure, His Excellency visited all the forts at Whampoa and Tiger-Pass.

The gentry held a meeting in Mingning-tong in Canton, the other day to discuss the question of raising subscriptions to buy arms and ammunition and enlist volunteers. The proposal was unanimously adopted and instructions have been sent to all the villages to help to carry it out.

It is reported that the Peking Government wish to abolish all the mints in the various provinces and to establish an Imperial mint in Peking in their stead to supply dollars and subsidiary coins to all the provinces.

Robberies both on land and water are increasing all over the province. The robbers seldom meet with opposition in their depredations. They sometimes even break into small villages in broad daylight and plunder as many houses as they choose, and the villagers being few in number and having no weapons dare not offer any opposition. In the big villages the people have engaged lukongs to keep watch in their villages day and night. The local magistrates, knowing themselves that the places are overrun with robbers, repeatedly report to the Governor and the Viceroy and ask that measures may be devised for the public safety, but their Excellencies still take very little notice of it.

HONGKONG.

Fung Chi Ming, a medical student at present employed in searching for plague cases, appeared at the Magistracy on Wednesday morning and preferred a charge of assault against Chan Mi Kwai, an interpreter in the employ of the Sanitary Board, and his son. Complainant said that at 4.30 p.m. on the 8th inst. he went to No. 23, Western street, where defendants resided, to search for plague cases. After examining the ground floor he went upstairs into the sitting-room, where there was a cubicle. He pulled aside the curtain and found first defendant there. The latter ran up to him, seized him by the coat, and shook him, and asked, "Why did not you tell me before pushing aside the curtain?" Complainant replied, "By permission

of the Sanitary Board I come to examine every day," to which first defendant said "I don't care, you must tell me before pushing aside the curtain." He then seized him by the coat and pushed him out of the cubicle into the sitting room. Complainant then went downstairs and at the foot of the stairs two women rushed on to him and seized him. Then second defendant came up and struck him on the back with his fist, saying, "Why do you make a noise with my father?" Second defendant subsequently followed him into the street and struck him again. Complainant then accompanied them to the Police Station and made a complaint against them.—In reply to Mr. Looker, who appeared for defendants, complainant said he was authorised to search for plague cases by Dr. Clark and then by Dr. Thomson. He had 200 houses to look after, and he visited them every day.—The case was adjourned for further evidence.

The total number of cases of plague reported up to the 16th June was 784, and the number of deaths 722. During the week ended 10th June there were 97 cases and 91 deaths. For the twenty-four hours ended at noon on the 16th June the figures were 16 cases and 19 deaths.

In his report for last year the Hon. R. D. Ormsby, Director of Public Works, says:—It was hoped that the close of 1898 would have shown good progress made with the Victoria Jubilee Road. Plans and estimates were ready in June, and by December fully six miles should have been well in hand, but delays, such as are apparently inseparable from all works projected in Hongkong, have blocked the way in this case, and the "first sod" is as yet unturned. The Public Works Department, having no end in view but the public good, feel much disappointed and disheartened at this apparently unnecessary delay.

The following returns of the average amount of Bank notes in circulation and of specie in reserve in Hongkong, during the month ended 31st May, 1899, as certified by the Managers of the respective Banks, are published:—

Banks.	Average amount.	Specie in reserve.
Chartered Bank of India, Australia and China,	\$2,181,212	\$1,500,000
Hongkong and Shanghai Bank Corporation,	7,524,192	5,000,000
National Bank of China, Limited,	445,870	150,000
Total	\$10,151,274	\$6,650,000

The rapidity with which Kowloon is growing is evidenced by a paragraph in the report of Mr. Gibbs, engineer in charge of the water-works, which is embodied in the annual report of the Director Public Works. Referring to this important suburb Mr. Gibbs, says:—The demand for water in Kowloon Peninsula now exceeds the quantity available at the end of the dry season. This is owing to the rapid development of the district, which, when the present works were projected in 1892, contained a population of 13,000, now estimated at 26,000. With a view to meet the urgent present need for water, authority has been granted to construct a puddle wall at the back of, and to raise No. 1 Dam 5 feet. This, however, can only be regarded as a temporary measure and immediate steps should be taken to obtain a gravitation supply from the territory about to be ceded to the British Government to the north of Kowloon Peninsula.

At the Magistracy on Saturday morning Mr. T. Sercombe Smith was engaged for some time in enquiring into a charge of assault preferred against three privates of the Hongkong Regiment by the cook of the temple keeper at Pingsan. Captain Berger occupied a seat on the bench. The evidence was somewhat confusing. The story of complainant and his witnesses was to the effect that on the fourth of June seven men of the Hongkong Regiment, including the three defendants, came into the temple and assaulted complainant, one of them digging him in the ribs with his rifle and another pointing his rifle at him. Complainant also said that they ransacked his box and took away some money, part of which was, however, returned. The charge of larceny will be heard this afternoon. The evidence for the defence went to show that defendants were not

out of camp at the time the assault was alleged to have taken place, and in consequence His Worship gave them the benefit of the doubt and discharged them.

COMMERCIAL.

TEA.

EXPORT OF TEA FROM CHINA TO UNITED KINGDOM AND CONTINENT.

	1899-1900	1898-99
	lbs.	lbs.
Hankow and Shanghai	2,084,971	3,690,815
Amoy	8,684	679,235
Canton	110,944	—
	2,375,599	4,378,550

EXPORT OF TEA FROM JAPAN TO UNITED STATES AND CANADA.

	1899-1900	1898-99
	lbs.	lbs.
Yokohama	2,166,218	534,850
Osaka	501,527	68,260
	2,667,745	1,211,110

SILK.

SHA GHAI, 10th June.—(From Messrs A. B. Burkill & Son's Circular)—The Home markets are dull; Blue E. e. hants are quoted in London at 13/0, and Gold Killings in Lyons at Fes. 32. 0. Raw Silk.—The past week has been very quiet, and settlements are on a small scale only; prices are still weak. Yellow Silk.—Some contracts have been made, but total settlements are only 150 bales. Arrival, as per Customs Returns, June 3rd to 9th, are: 39 9 bales White, 3 bales yellow and 185 bales Wild Silk. Re-reels and Hand Filatures.—Nothing fresh to report. Steam Filatures.—Nothing doing; there are signs that contracts could be made at much lower rates than hitherto asked. The Export of Steam Filatures to date is 37 bales to the Continent. White Pongees.—Contracts have been made for 1,000 pieces 21/2 " by 70 yds. by 45 ozs by 5 per cent. congeat T's. 14.

Prices calculated by Maerten's Tables at 11 per cent. Exchange 2/9½ Freight 1/2 7/25 per bale.

	T's.	per lb.
Tantles.—Black Lion 34	592½	13/11
" Buffalo 3	555	13/11
" Mountain 3	540	12/9½
" Three Pagoda	470	11/2
Yellow Silk.—Mienchow Extra	385	9/2
" Kopan Extra	384½	8/8
" Meeyung No. 1	250	8/5
" Szechuen No. 1	230	5/8

EXPORT OF SILK FROM CHINA AND JAPAN TO EUROPE.

	1899-1900	1898-99
	bales.	bales.
Shanghai	511	214
Canton	33,880	24,874
Yokohama	19,392	—
	53,783	25,088

EXPORT OF SILK FROM CHINA AND JAPAN TO AMERICA.

	1899-1900	1898-99
	bales.	bales.
Shanghai	11,782	11,893
Canton	29,891	—
Yokohama	41,673	11,893

CAMPHOR.

HONGKONG, 16th June.—Prices have improved a little. Quotations for Formosa are \$61 00 to \$61 50. Sales 35 piculs.

SUGAR.

HONGKONG, 16th June.—The firmness continues and prices are again slightly higher. Quotations are:—

Suekioong, No. 1, White	7.37 to 7.42	cl.
do. " " White	5.22 to 5.26	"
Shelkioong, No. 1, Brown	5.07 to 5.12	"
do. " " Brown	7.80 to 7.85	"
Swatow, No. 1, White	7.27 to 7.33	"
do. " " White	5.13 to 5.17	"
Swatow, No. 2, Brown	5.03 to 5.07	"
do. " " Brown	11.10 to 11.50	"
Formosa Sugar	10.35 to 10.40	"

MISCELLANEOUS EXPORTS.

Per P & O steamer *Java*, sailed on the 3rd June. For London:—700 bales hemp, and 1 care cigars; from Manila, 372 packages tea; from

Amoy, 3 cases bristles, 320 bales bamboo ware, 30 packages canes, 900 packages crackers, 216 rolls matting, 5 cases and 97 bales feathers, 20 cases Chinaware, 27 cases blackwoodware, 8 cases pearl shell, 11 cases curios, 5 cases joss sticks, 9 packages sundries, 551 boxes tea (10,731 lbs. Congou 20,428 boxes tea 428,988 lbs. So. caper, 159 boxes tea 3,180 lbs. Sc. Or. Pekoe, and 635 boxes tea 13,135 lbs.).

Per Amer. ship, *Sachem*, sailed on the 4th June From Hongkong for New York:—6,246 rolls matting, 6,056 packages crackers, 2,000 bales cassia lignea, 1,281 packages cannon crackers, 700 packages cassia, 495 packages rattanware, 300 bales broken cassia, 265 p'kages rattan rattan chairs, 150 casks soy, 140 p'kages canes, 135 packages rattan furniture, 100 cases paper, 100 bales rattan core, 25 bales strawbraid, and 13 packages lady crackers.

Per steamer *Benlomond*, sailed on the 6th June. For New York:—1,517 bales and 50 boxes cassia, 2,940 rolls matting, 844 packages merchandise, 25 casks cumguats, 20 cases aniseed oil, 27 cases Chinaware, and 5 cases ginger.

Per steamer *Vortigern*, sailed on the 8th June. For New York:—2,000 bales hemp, 300 packages tea, 920 cases cassia, 187 packages Chinaware, 115 boxes blackwoodware, 100 rolls matting, 30 boxes bristles, 14 bales partridge canes, and 1,070 packages merchandise.

Per P. & O. steamer *Chusan*, sailed on the 10th June. For Marseilles:—54 bales waste silk, and 1 case silks. For London:—40 bales raw silk, 5 cases silk, 9 cases cigars, 2 cases cigars from Manila, 1 case jewellery, 2 packages sundries, 5,129 boxes tea (107,701 lbs. So. Caper), and 1,145 boxes and 20 packages tea. For Lyons:—273 bales raw silk. For Milan:—30 bales raw silk. For Marseilles:—240 bales raw silk, 25 cases hair, 2 cases silk, 7 cases feathers, and 3 cases essence of ilang ilang from Manila.

OPIMUM.

HONGKONG, 16th June.—Bengal.—A fair amount of business has been done during the past week and the market closes firm at the following figures:—New Patna \$785, Old Patna \$830, and New Benares \$787.

Malwa.—The market has improved during the past week and a fair amount of business has been done. Latest quotations are:—

Old (2 yrs.) \$730 with allowance to 1½ catty. " (3/4 ") \$760 " " from nil. to 3 catties. " (5/6 ") \$780 " " " to 2 " " (7 ") \$830 " " " to 1 " " (8/10 ") \$855 " " " to 3 "

Persian.—The market for this drug has been rather dull and rates have declined. Closing quotations are:—Only \$650 and Paper-tied \$650 to \$745 according to quality.

To-day's stocks are estimated as under:—

New Patna	628 chests.
Old Patna	513 "
New Benares	300 "
Old Benares	32 "
Malwa	450 "
Persian	900 "

COURSE OF THE HONGKONG OPIUM MARKET.

DATE.	PATNA.		BENARES.		MALWA.	
	New.	Old.	New.	Old.	New.	Old.
1899.	\$	\$	\$	\$	\$	\$
June 10	770	820	770	—	—	—
June 11	770	825	770	—	—	—
June 12	780	827½	778½	—	—	—
June 13	785	830	785	—	—	—
June 14	785	830	787½	—	—	—
June 15	785	830	787½	—	—	—
June 16	785	830	787½	—	—	—

RICE.

HONGKONG, 16th June.—The continued heavy rain, being prejudicial to the crop prospects induces firmness on the part of holders and prices are advancing. Quotations are:—

Saigon, Ordinary	\$2.5 to 2.0
Round, good quality	2.70 to 2.75
Long	3.00 to 3.05
Siam, Field, mill cleaned, No. 1	2.95 to 3.00
Garden, No. 1	3.23 to 3.27
White	3.74 to 3.78
Fine Carg	3.92 to 3.97

HONGKONG, 16th June.—Business confined to small re-sales. Quotations are:—
 Australian \$18.00 to — ex ship, nominal
 Miiki Lump 9.00 to 10.00 nominal,
 and Small
 Moji Lump 6.50 to 9.00 ex ship, nominal
 Hongay double 12.00 to — ex godown
 screened
 Hongay Lump 8.00 to 8.50 ex ship
 Hongay Dist. 5.50 to —
 Briquettes 10.50 to — ex godown

MISCELLANEOUS IMPORTS.

HONGKONG, 16th June.—Among the sales reported during the week are the following:—

YARN AND PIECE GOODS:—*Bombay Yarn*:—
 1,000 pieces No. 10 at \$68.50 \$82, 650 pieces No. 12 at \$68.50 to \$75.00, 50 pieces No. 16 at \$78 to \$89, 700 pieces No. 20 at \$77 to \$83.50. *White Shirtings*:—1,000 pieces Blue Dragon at \$5.7½, 1,000 pieces X 6 at \$3.87½, 1,000 pieces X 7 at \$4.10, 1,000 pieces X 8 at \$4.10, 1,000 pieces X 9 at \$4.72½, 500 pieces No. 600 at \$4.42½, 500 S Q at \$4.42½, 2,000 pieces No. 800 at \$3.55, 500 pieces No. 600 at \$4.42½, 500 pieces D 70 at \$3.65, 500 pieces Gold Goose at \$4.37½, 400 pieces Blue Lion at \$5.95, 300 pieces Gold Tiger at \$6.10, 100 pieces No. 600 at \$4.42½, 500 pieces No. 2 Gold Horse at \$4.55, 300 pieces old Tiger at \$6.10, 400 pieces Blue Lion at \$5.95, 500 pieces C at \$5.60, 1,000 pieces No. 600 at \$4.42½, 100 pieces D 70 at \$3.65. *Grey Shirtings*:—250 pieces 10 lbs. Palm Chop at \$4½, 250 pieces Dragon at \$3.87½. *T. Cloths*:—1,500 7 lbs. T-cloth, mex. Red Stag at \$2.37, 300 pieces 8 lbs. at \$2.75, 2,250 7 lbs. Shoes Maker at \$2.15, 300 pieces 8 lbs. Gold Dragon at \$2.70.

METALS.—*Quicksilver*:—100 flasks at \$146 100 flasks at 146.

COTTON YARN—

	per bale
Bombay—Nos. 10 to 20s.	58.00 to 91.00
English—Nos. 16 to 24	101.00 to 108.00
" 22 to 24	106.00 to 110.00
" 28 to 32	114.00 to 120.00
" 38 to 42	125.00 to 131.00

COTTON PIECE GOODS—

	per piece
Grey Shirtings—6lbs.	1.70 to 1.80
7lbs.	1.92 to 2.00
8.4 lbs.	2.35 to 3.10
9 to 10 lbs.	3.25 to 3.87½
White Shirtings—54 to 56 rd.	2.31 to 2.50
58 to 60	2.70 to 3.35
64 to 66	3.50 to 4.35
Fine	4.35 to 7.05
Book-folds	3.75 to 5.65
Victoria Lawns—12 yards	0.66 to 1.35
T-Cloths—6lbs. (32 in.) Ord'y.	1.52 to 1.72
7lbs. (32 ")	1.85 to 2.10
6lbs. (32 ") Mexs.	1.62 to 1.82
7lbs. (32 ")	2.10 to 2.75
8 to 8.4 oz. (36 in.)	2.35 to 3.20
Drills, English—40 yds. 14 to 16lbs	3.65 to 6.35

FANCY COTTONS—

Turkey Red Shirtings—14 to 16lbs.	1.45 to 4.75
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Brocades—Dyed 3.50 — 4.50

Damasks — to —

Chintzes—Assorted 0.08 — 0.14

Velvets—Black, 22 in. 0.20 to 0.40

elvetees—18 in. 0.17½ to 0.18½

per dozen

Handkerchiefs—Imitation Silk 0.25 to 1.25

WOOLLENS—

per yard

Spanish Stripes—Sundry chops. 0.62½ to 1.45

German — to —

Halit, Med. and Broad Cloths. 1.20 to 2.25

per piece

Long Ells—Scarlet 6.10 to 9.50

Assorted 6.20 to 9.60

Camlets—Assorted 11.50 to 31.00

Lastings—30 yds., 31 inches, Assorted

8.00 to 20.00

Orleans—Plain 7.50 to 8.50

per pair

Blankets—8 to 12lb. 4.50 to 14.00

METALS—

per picul

Iron—Nail Rod 4.30 to —

Square, Flat Round Bar .. 4.60 to —

Swedish Bar 6.50 to —

Small Round Rod 4.85 to —

Hoop ½ to 1½ in. 6.25 to —

Wire 15/25 9.50 to —

Old Wire Rope 2.50 to —

Lead, L. B. & Co and Hoe Chop 9.00 to —

Australian. 8.80 to —

Yellow M'tal—Muntz. 14/20oz. 42.00 to —
 Vivian's, 14/20oz. 42.00 to —
 Elliot's, 14/20oz. 42.00 to —
 Composition Nails 75.00 to —
 Japan Copper, Slabs — to —
 Tiles — to —
 Tin 60.00 to —
 per box.
 Tin-Plates 6.50 to —
 per cwt. case
 Steel ½ to ¾ 6.00 to —
 SUNDRIES—
 per picul
 Quicksilver 245.00 to —
 per box
 Window Glass 5.10 to —
 per 10-gal. case
 Kerosene Oil 2.05 —

SHANGHAI, 10th June.—(From Messrs. No. 1, Murray & Co.'s Piece Goods Trade Report.)—What would otherwise have been a very quiet week in consequence of the settling-day, falling on the 12th inst., has been considerably relieved by a renewed demand for American goods, that must have exhausted nearly the whole of the stock here and embraced in addition large quantities to arrive. The dealers, who have been nibbling at the goods for some time, assert that they are intended for Newchwang, where, owing to the manner of financing now in vogue there, they can be sold on more advantageous terms than have recently been obtainable. It seems a little doubtful, however, whether Newchwang can be credited with the whole of the demand inasmuch as the settlements include a number of cloths that do not usually go to that market, and it seems more than likely that a good proportion is bought on speculation. When the demand for American makes is satisfied it may be possible that Manchester goods will have a look in, but holders will be constrained to ask a considerable advance if they desire to obtain replacing cost, and meanwhile next to nothing is being done. Auction prices as a rule do not show any strength and forward transactions are precluded by the very extreme rates now asked, considering the delivery it is only possible to obtain, which will make the goods too late for this season's requirements. For the new season's trade, however, though looking rather far ahead, Manufacturers seem willing to accept orders and some of the dealers have the temerity to place them, this being more particularly in Fancy goods, the regular staple makes of Shirtings and T-Cloths being quite out of reach, for the most part, and prices are all the time advancing in Manchester. It will be curious to see the provision that will be made in the States to meet the ever increasing demand for China. Unlike last year when Manufacturers were running into stock and only too glad to accept orders, the looms are now fully engaged months ahead and the supply cannot keep pace with the demand. The Yarn market is more active and forward sales have been freely made in Local and Japanese Spinings, Indian No. 10s. also, meeting with considerable attention. Cotton is easier, the buying price fixed by the Mill Owners' Association for the ensuing week being Tls. 12.70 at which it is said best steam machine ginned has been offered.

METALS, 12th June.—(From Messrs. Alex. Bielfeld & Co.'s Report.)—During the last week business has been very quiet, principally on account of the Chinese settling day falling due. In Iron nothing has been done, the Chinese keeping very quiet. Prices for galvanised and Black sheet Iron are higher than ever and Horse Shoes, Tyres, and other old cargo are firmly held in England for higher prices. In Tin Plate there have been a few enquiries, and there are buyers at Tls. 5, and a sample lot of American Pig Iron has been done at Tls. 24. In Gartsherrie Pig Iron 100 tons have sold at Tls. 35½ to Tls. 36½ per ton. At Auction 104 tons Scrap Iron, rejected at Tls. 6/68 per picul; Old China at Tls. 23.

EXCHANGE.

FRIDAY, 16th June.

ON LONDON.—

Telegraphic Transfer 1/11½

Bank Bills, on demand 1/11½

Bank Bills, at 30 days' sight 1/11½

Bank Bills, at 4 months' sight 1/11½

Credits, at 4 months' sight 2/0

Documentary Bills, 4 months' sight 2/0

ON PARIS.—

Bank Bills, on demand 2.48½

Credits, at 4 months' sight 2.52

18/1874 for August, Tls. 190 for September, Tls. 192½ for October. Cash shares are wanted. Lands.—Shanghai Land Investment shares were placed at Tls. 83/85. Hongkong Land Investment shares were old to Hongkong at \$86, and are wanted. Humphreys Estate and Finance shares were purchased from Hongkong at \$10.28. Industrial.—Shanghai Gas shares were placed at Tls. 190, and are offering. Ewo Cotton Mill shares are offering at Tls. 70. International Cotton Manufacturing Company, Limited.—The report and accounts for six months to the 31st March have been published for presentation at the extraordinary general meeting of shareholders called for to-morrow. With this has been issued a copy of the correspondence between the former General Managers and the Auditors regarding the omissions in the accounts to the 30th September last, and of that between the Chairman of the Company and one of the Auditors who declined to pass and sign the account just issued. The Working Account shows a net profit of Tls. 9,408.88, and the profit and loss account shows a net balance of Tls. 79,319.35 at debit, which is equal to about Tls. 9.46 per share. Shares were sold at Tls. 65. Yeh Loong shares changed hands at Tls. 45. Shanghai Ice shares were placed at Tls. 35 and are offering, and China Flour Mill shares were sold Tls. 3½. Miscellaneous.—Shanghai Sumatra Tobacco Company.—A large number of shares changed hands on private terms. They have since been sold at Tls. 5½. Shanghai-Langkat Tobacco shares were sold at Tls. 60. Loans.—Chinese Imperial E. Loan Bonds were sold at Tls. 250.

MISCELLANEOUS.—Green Islands have found buyers at \$28, and \$29, closing at former rate, Fenwicks at \$42, Electrics at \$12.50, Star Ferries at \$14, Ropes at \$170, and China Providents at \$9.75.

SHANGHAI, 12th June (from Messrs. Wheelock & Co.'s report).—Business during the fortnight under review has considerably improved from a shipowner's point of view and both London and New York steamers have met with good support. Rates for the latter port continue miserably low, and though an effort has been on foot to raise the tea rate to 3s., no change has yet been effected. The supply of steam tonnage has been ample, though a demand exists among shippers for sail tonnage to New York. Rates of freight are:—London, by Conference Lines, general cargo 40s.; waste silk 42s. 6d.; tea 45s.; Northern Continental ports, by Conference Lines, general cargo 40s.; waste silk 42s. 6d.; tea 45s.; New York *via* London, by Conference Lines, general cargo 47s. 6d.; waste silk 50s.; tea 52s. 6d.; Baltimore *via* London, by Conference Lines, general cargo 52s. 6d.; waste silk 55s.; tea 57s. 6d.; Königsberg *via* London, by Conference Lines, general cargo 47s. 6d.; waste silk 50s.; tea 52s. 6d.; Manchester, by Conference Lines, general cargo 52s. 6d.; waste silk 55s.; tea 57s. 6d.; Liverpool, by Conference Lines, general cargo 47s. 6d.; waste silk 50s.; tea 52s. 6d.; Hamburg, by Conference Lines, general cargo 40s.; waste silk 42s. 6d.; tea 45s.; Havre, by Conference Lines, general cargo 4s.; waste silk 42s. 6d.; tea 4s. Above rates are subject to a deferred rebate, as per Conference circular. Genoa, by Conference Lines, tallow 36s. net, general cargo 36s. net, waste silk 38s. 6d. net, tea 4s. 6d. net; Marseilles, by Conference Lines, tallow 36s. net, general cargo 36s. net, waste silk 38s. 6d. net, tea 4s. 6d. net. 35s. per ton of 20 cwt. net for above three ports. New York, by sail, 20s. nominal. New York *via* Pacific, 1½ gold cent per lb. tea, 6 cents per lb. silk, \$10 per ton strawbraid. New York *via* Suez, 27s. 6d. general cargo, 10s. extra for Turmeric, 27s. 6d. for tea, all net. Boston, 35s. general cargo, 10s. extra for Turmeric, 4s. for tea, all net. Philadelphia, 35s. general cargo, 10s. extra for Turmeric, 40s. for tea, all net. Constant rates.—Mojito to Shanghai \$2.20 per ton coal; Nagasaki to Shanghai \$2.20 per ton coal; Newchwang to Kobe 20 sen nominal; to Nagasaki 20 sen nominal; to Swatow 35 cents; to Amoy 35 cent; to Whampoa 38 cents; to Canton 38 cents; Wuhu and Chinkiang to Caimin 22 cands.; to Amoy 20 cands.; to Swatow 20 cands.

FOR LONDON.—*Japan (str.), Izion (str.), Ceylon (str.), Indomeneus (str.), Hakata Maru (str.), Nubia (str.).*
 FOR BREMEN.—*Sachsen (str.).*
 FOR MARSEILLE.—*Laos (str.), Nordhavet (str.).*
Hakata Maru (str.).
 FOR HAVRE AND HAMBURG.—*Ambria (str.), Konigsberg (str.), Bamberg (str.), Sarnia (str.).*
 FOR SAN FRANCISCO.—*Gaelic (str.), Hongkong Maru (str.), Queen Margaret, Thyra (str.), O. of Peking (str.).*
 FOR VANCOUVER.—*Empress of India (str.).*
 FOR VICTORIA, B.C., AND TACOMA.—*Olympia (str.), Athenian (str.).*
 FOR PORTLAND, O.—*Columbia (str.).*
 FOR NEW YORK.—*Macduff (str.), D. Rickmers (str.), Indrapura (str.), Yanigto (str.).*
 FOR AUSTRALIA.—*Arlie (str.), Chingto (str.).*
Taiwan (str.), Futami Maru (str.).

SHIPPING.

ARRIVALS AND DEPARTURES SINCE LAST MAIL.

HONGKONG.

June—

ARRIVALS.

- 9, Cheang Hook Kian, Brit. str., from S'pore.
- 10, Keongwai, British str., from Bangkok.
- 10, Thyra, Norwegian str., from Moji.
- 10, Kiukiang, British str., from Hongay.
- 10, Ariake Maru, Jap. str., from Kutchinotzu.
- 10, Hunan, British str., from Tientsin.
- 10, Kwanglee, Chinese str., from Shanghai.
- 10, Quarta, German str., from Saigon.
- 10, Taihiow, British str., for Saigon.
- 11, Bygdo, Norwegian str., from Chefoo.
- 11, Hongkong, French str., from Haiphong.
- 11, Kosai Maru, Japanese str., from Glasgow.
- 11, Miike Maru, Japanese str., from Moji.
- 11, Thales, British str., from Coast Ports.
- 11, Triumph, German str., from Pakhoi.
- 11, Boston, Amr. cruiser, from Manila.
- 12, Taiwan, British str., from Shanghai.
- 12, Patroclus, British str., from Liverpool.
- 12, Sanuki Maru, Jap. str., from Yokohama.
- 12, Kong Beng, British str., from Saigon.
- 12, Kintuck, British str., from Shanghai.
- 12, Machew, British str., from Bangkok.
- 12, Petrarch, German str., from Iloilo.
- 12, Yiksang, British str., from Iloilo.
- 12, Rose, British bark, from Freemantle.
- 13, Ingraban, German str., from Cebu.
- 13, Silesia, Austrian str., from Trieste.
- 13, Bamburg, German str., from Moji.
- 13, Marie Jebson, German str., from Canton.
- 13, Zafro, Amr. supply-boat, from Manila.
- 13, Baid, Norwegian str., from Singapore.
- 13, Sherard Osborn, British str., from S'pore.
- 14, Chihli, British str., from Tongku.
- 14, Airlie, British str., from Kobe.
- 14, Taiyuan, British str., from Moji.
- 14, Kweiyang, British str., from Canton.
- 14, Lyeemoon, German str., from Shanghai.
- 15, China, German str., from Saigon.
- 15, Cheangchow, British str., from Singapore.
- 15, City of Peking, Amr. str., from San Francisco.
- 15, Hermes, Norwegian str., from Canton.
- 15, Ningpo, British str., from Canton.
- 15, Diamante, British str., from Manila.
- 15, Haimun, British str., from Tamsui.
- 15, Formosa, British str., from Swatow.
- 15, Concord, Amr. gunboat, from Manila.
- 15, Tetartos, German str., from Sourabaya.
- 15, Tam O'Shanter, Amr. ship, from Y'hama.
- 15, P.N. Blanchard, Amr. ship, from Chefoo.
- 15, Kwanglee, Chinese str., from Canton.
- 15, Laos, French str., from Shanghai.
- 16, Hue, French str., from Haiphong.
- 16, Kutsang, British str., from Calcutta.
- 16, Taiwan, British str., from Canton.
- 16, Hong Leong, British str., from Straits.
- 16, Hsiping, Chinese str., from Tongku.
- 16, Wingsang, British str., from Shanghai.
- 16, Michael Jebson, German str., from Moji.
- 16, Loyal, German str., from Hongay.
- 16, Bygdo, Norwegian str., from Canton.

June—

DEPARTURES.

- 10, Bengal, British str., for Shanghai.
- 10, Chusan, British str., for Europe.
- 10, Hainan, German str., for Chefoo.
- 10, Doyo Maru Japanese str., for Saigon.
- 10, Dagmar, Norwegian str., for Saigon.
- 10, Evie J. Ray, Amr. bark, for Mantung.
- 10, Trigonia, British str., for Shanghai.
- 10, Choyasang, British str., for Shanghai.
- 10, Fushun, Chinese str., for Shanghai.
- 10, Esmeralda, British str., for Manila.
- 10, Kohilla, British str., for Yokohama.
- 10, Norna, Amr. yacht, for Yokohama.
- 11, Sarnia, German str., for Yokohama.
- 11, C. H. Kian, British str., for Amoy.
- 11, Maidzu Maru, Jap. str., for Swatow.
- 11, Lightning, British str., for Calcutta.
- 11, Hailong, British str., for Swatow.
- 11, Propontia, British str., for Saigon.
- 11, P. C. C. Kiao, British str., for Bangkok.
- 11, Kwanglee, Chinese str., for Canton.
- 11, Elax, British str., for Iloilo.
- 12, Bogstad, Norwegian str., for Batavia.
- 12, Loongmoon, Ger. str., for Shanghai.
- 12, Formosa, British str., for Swatow.
- 12, Bygdo, Norwegian str., for Canton.
- 12, Hunan, British str., for Canton.
- 13, Taiwan, British str., for Canton.
- 13, Independent, German str., for Cebu.
- 13, Unity, Norwegian str., for Amoy.
- 13, America Maru, Jap. str., for S. Francisco.

- 13, Ariake Maru, Jap. str., for Kutchinotzu.
- 13, Bormida, Italian str., for Bombay.
- 13, Ramazan, British str., for Rangoon.
- 13, Thales, British str., for Swatow.
- 13, Yuensang, British str., for Manila.
- 13, Miike Maru, Jap. str., for Bombay.
- 13, Phra C. Kiao, British str., for Bangkok.
- 14, Etna, Italian cruiser, for Shanghai.
- 14, Hongkong, French str., for Hoihow.
- 14, Patroclus, British str., for Shanghai.
- 14, Chihli, British str., for Canton.
- 14, Loosok, British str., for Swatow.
- 14, Sherard Osborn, British str., for Shanghai.
- 14, Kintuck, British str., for London.
- 14, Sanuki Maru, Japanese str., for London.
- 14, Kosai Maru, Jap. str., for Nagasaki.
- 14, Hulstein, German str., for Saigon.
- 14, Powerful, British str., for Weihaiwei.
- 15, Boston, Amr. cruiser, for Nagasaki.
- 15, Kiukiang, British str., for Saigon.
- 15, Lyeemoon, German str., for Canton.
- 15, Mausang, British str., for Sandakan.
- 15, Hikosan Maru, Jap. str., for Kobe.
- 16, Queen Margaret, Brit. sh., for S. Francisco.
- 16, Quarta, German str., for Saigon.
- 16, Barou Ardross, Brit. str., for Sandakan.
- 16, Ningpo, British str., for Takao.
- 16, Kong Beng, British str., for Saigon.
- 16, Silesia, Austrian str., for Yokohama.

PASSENGERS LIST.

ARRIVED.

Per *Bengal*, for Hongkong, from London, Messrs. P. Dow, A. B. Anderson, O. Cameron, F. G. Reek, and E. Hallett; for Marseilles, Mr. P. E. Schmidt, Mr. H. D. Sharpon, and Comdr. Beatty; for Bombay, Messrs. A. G. Thornett, Yeu Sai Soo, S. P. N. Wadia, G. G. S. Forsyth, Commissanahala, and Abdooabraham; for Colombo, Mr. Vaughan Morgan; for Singapore, Rev. J. M. Russell, Messrs. W. Marks, R. N. G. Warroy, R. N., E. U. D. Smith, R. R. Smith, and C. Beresford; for Yokohama via Bombay, from London, Mr. A. W. Yorkington; for Shanghai, from London, Mrs. Statham, and Mr. J. A. Y. Thomas; from Singapore, Major Burton.

Per *Chusan*, from Shanghai, for Hongkong, Mr. A. Clark, Lieut. W. Meiklejohn, Messrs. W. Greeson, J. Khan, W. Wakefield, and Dunleary, Pte. Randall, R. M., Messrs. Block, T. Mullan, C. Jensen, Quar, and W. Collins; for Brindisi, Mr. Giuseppe Bell Esola; for London, Mr. and Mrs. Sydney Coe, and Mr. B. Marshall.

Per *City of Peking*, from San Francisco, &c., Rear Admiral J. C. Watson, U.S.N., Mr. and Mrs. M. P. Spencer, Mr. C. A. Johnson, Miss Florence Allen, Mr. H. D. Smith, Mr. Geo. J. Burnap, Mrs. M. M. Cox, Mr. and Mrs. C. D. Campbell, Capt. C. Roweroff, Mr. W. Nicholson, Mr. O. Eckert, Lieutenant Frank Marble, U.S.N., Mr. A. D. Smith, Mr. W. A. Flock, Miss Blanche Allen, Mr. C. A. Fitzgerald, Mr. C. B. Peck, Miss E. Bashford, Miss A. Nicholson, Mr. F. Sovereign, Mr. W. Armstrong, Mrs. S. L. Bee, and Mr. E. N. Bee, Messrs. F. S. Brannan, F. P. Schall, H. Schnitzins, and John Downs.

Per *Diamante*, from Manila, Mr. and Mrs. Padrinan, Messrs. T. Dela Rama, P. Diaz, Vicente Muzon, Gre, P. Pla, Mr. and Mrs. Godines, Miss D. Reyes, Mr. H. Warren, Lieut. Grieve, Messrs. Macondray, Ewing, Mr. and Mrs. Betelbone, Messrs. S. McPatlin, Wm. Lilliose, P. J. Blasdel, J. McIntosh, S. F. Walker, C. H. Kuememan, W. Bowling, Wm. White, S. Suminto, G. G. Dunio, C. M. Burton, E. Dahle, H. Gilbert, D. H. Brigre, H. T. Turnly, Lieut. E. Kelly, Messrs. W. Lofans, E. K. Cheadle, and F. Snow.

Per *Laos*, for Hongkong, from Shanghai, Messrs. A. Groynne, H. Stewart, E. W. Maitland, Wong Hok Sang, Huts, Rozini, Marie, Nicolas, A. Estephaine, Lalah Moshé, H. Vogt, Stéphan Quirioto, Ho Ying Nam, Ingeynuer Brandoni; from Yokohama, Messrs. Klose and Marquez, Mr. and Mrs. Fernandez; from Kobe, Mr. B. Hernandez; from Nagasaki, Rev. Richard; for Saigon, from Shanghai, Mr. John Brumund, Mr. Tsang and child; from Yokohama, Messrs. Clouzet and Verrons; from Nagasaki, Misses Osai, Ofuku, Ogasu, and Eakes; for Singapore, from Shanghai, Mr. Tang Cheng Tuan; from Nagasaki, Miss Rito Hayasi; for Colombo, from Shanghai, Messrs. B. Hoffmann and Petit Bois, Mgr. Vie, R. P. Boscate, and R. P. Menguist; from Yokohama, Mr.

Paniloff; from Kobe, Messrs. Schwob, Allix, and Erilonoff; for Bombay, from Yokohama, Mr. Nishimoki; for Marseilles, from Yokohama, Mr. P. Chavannes.

DEPARTED.

Per *Chusan*, from Hongkong, for Singapore, Messrs. T. H. Gouge, Miskin, Mr. and Mrs. R. A. Moseley, Messrs. F. R. Smith, Ram Sabad, and Huong Sinchai; for Bombay, Mr. E. Kikabho; for Marseilles, Mr. and Mrs. A. P. Lello; for London, Messrs. W. B. O. Stewart, J. F. Leicester, St. Aubyn, and Capt. Davis; for London via Marseilles, Mr. G. H. Medhurst; for Brindisi or Venice, Mr. Robt. Weiss; from Shanghai, for Brindisi, Mr. Giuseppe Dell Esola, Mr. and Mrs. Sydney Coe, and Mr. B. Wanstall; from Yokohama, for Singapore, Capt. R. P. Jackson; for Colombo, Mr. W. M. Simpson; for Venice, Mr. H. F. Arthur.

Per *Esmeralda*, for Manila, Mrs. Williams, Mrs. Frankel, Mrs. D. S. Hibbard, Messrs. R. H. Little, H. E. Dodd, W. S. Collins, T. C. Laws, X. D. Steeves, G. W. Jackson, Jose Reyes, Jose del Rosario, A. Imbert, D. Chomirg, A. J. Hart, Sloan, Mrs. Chvane de Fosa, Mrs. Maria de Fosa, Messrs. M. Larson, H. Bloom, Mrs. Sutcliffe and children, Dr. Sanger, Mr. E. B. Holmes, Mr. and Mrs. Rodger and 3 children, Mr. and Mrs. Lund, Dr. Apple, Dr. Harkinson, Messrs. J. Joseph, A. Ferdez, M. Stone, E. Arias, H. Sanchez, A. Martimes, F. P. Hemer, Kirkpatrick, John Pineyro, G. H. Fullar, N. Johnson, W. Price, H. Altman, H. Aikman, Frankel, W. Smith, A. Alexander, H. Parr, Naylor, Frank, H. Kuranaga, H. Mihasi, Mr. and Mrs. J. Hernard and infant, Messrs. J. Pantor, M. Tagawa, Henry Tayler, R. Merchant, M. Smart, C. Simons, F. Sear, H. C. Sprague, and J. C. Neil.

Per *Bengal*, for Shanghai, from London, Mrs. Statham, and Mr. G. A. Y. Thomas; from Singapore, Major Burton; from Hongkong, Mr. and Mrs. B. M. Carion, Messrs. J. E. Gibson, Colgate, Archibald, A. Williams, G. G. S. Forsyth, H. D. Sharpin, Senator and Mrs. Beveridge, and Rev. P. W. McClintock.

Per *Kohilla*, from Hongkong, for Nagasaki, Mrs. E. L. Keen, Messrs. H. A. Nicholson and Martino, and Mrs. Hosowa.

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